

# TRAIL RIDER

M A G A Z I N E

July 1990 \$2.00

**JOHN MONAHAN MEMORIAL  
ROCK GARDENS IN THE SPRING  
PINE HILL • PINE BARONS  
PLAYING IN THE SAND BOX AGAIN  
TIRE BASICS  
HOW TO FIND THE BEST TRACTION**



**RIDING SUZUKI'S NEW DUALSPORT 250 AND 350**



# KEVINS RACING SUPPLY



## SPROCKETS

ATK	\$ 35.95
CAGIVA	\$ 15.95-\$ 35.95
HONDA	\$ 15.95-\$ 35.95
HUSKY	\$ 15.95-\$ 35.95
KAWASAKI	\$ 15.95-\$ 35.95
KTM	\$ 15.95-\$ 35.95
SUZUKI	\$ 15.95-\$ 35.95
YAMAHA	\$ 15.95-\$ 35.95

## CHAIN

EK	O-RING	\$ 42.95
RK	O-RING	\$ 46.95
TSUBAKI	O-RING	\$ 64.95

## EBC

### ORGANIC & METALIC BRAKE PADS GROOVED SHOES

ATK	\$ 19.95
CAGIVA	\$ 15.95-\$ 19.95
HONDA	\$ 12.95-\$ 19.95
HUSKY	\$ 18.95-\$ 23.95
KAWASAKI	\$ 9.95-\$ 19.95
KTM	\$ 14.95-\$ 19.95
SUZUKI	\$ 14.95-\$ 19.95
YAMAHA	\$ 14.95-\$ 19.95

### DUNLOP BRAKE PADS HEAT RESISTANT COATED

\$ 18.95 - \$ 19.95



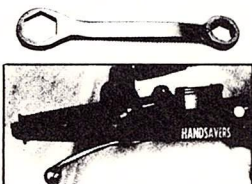
ALL CABLES \$ 14.95

## Twin Air

### RACING FILTERS

AIR FILTERS	\$ 19.95
SOAK TUBS	\$ 6.95

**SUPER  
FAST  
UPS SERVICE**



### Fredette Racing

HAND SAVERS	\$ 42.95
CHAIN GUIDES	\$ 29.95
RIDER WRENCH	\$ 18.95



### ACERBIS PLASTIC

DISK ONLY GUARD	\$ 19.95
REAR DISK GUARD	\$ 19.95
FORK ONLY GUARD	\$ 16.95
UPPER FORK GUARD	\$ 16.95
ELBA HEADLIGHT	\$ 34.95
HEADLIGHT STRAPS	\$ 7.50
H.L.BACK GROUND	\$ 2.25
HEAD LIGHT BULB	\$ 3.25
HAND GUARDS	\$ 16.95
B.BUSTER GUARDS	\$ 16.95
FENDER BRACE	\$ 12.95
PLUG PROTECTOR	\$ 1.95
CHEST PROTECTOR	\$ 79.95
FENDERS FROM	\$ 15.95
VENT TUBE CLIP	\$ 1.75
CABLE/HOSE GUIDE	\$ 4.95
TAILLIGHT LENS	\$ 5.95

### maier

SKID PLATES	\$ 26.95
ENDURO TAIL LIGHT	\$ 15.95
WOODS PRO GUARDS	\$ 34.95
HAND GUARDS	\$ 14.95
PIPE GUARD	\$ 30.95

### BRAKE SNAKE \$ 5.95

**FMF  
WORKS PIPES**  
\$159.95

**DYNO  
PORT**

WORKS PIPES

KTM & ATK

**ANSWER**

SA PRO	\$ 87.95
SNEAKER	\$122.95
CHROMOLY BARS	\$ 29.95
ALUMILITE	CALL
TEAM PANTS	\$ 92.95

## LINK RACING

ROUTE SHEET HLDR	\$ 31.95
LINK DRINK	\$ 25.95
REPLACEMENT BOT.	\$ 3.95

## ALUMINUM SKID PLATES

\$ 44.95 - \$ 52.95



## PIPE GUARD

STEEL	\$ 36.95
-------	----------

## REDLINE CLUTCH KITS

\$ 60.95 - \$ 97.95

**Boyesen**

\$ 10.95-\$ 28.95

## CHAIN ROLLERS

DAY-GLOW COLORS

\$ 12.95

### METZELER

410 x 17	MLX	\$ 59.95
450 x 17	MLX	\$ 61.95
510 x 17	MLX	\$ 64.95
410 x 18	MLX	\$ 59.95
450 x 18	MX4E	\$ 56.95
450 x 18	MLX	\$ 64.95
300 x 21	MX3E	\$ 52.95
325 x 21	MX4E	\$ 56.95

## DUNLOP

100/100x18	695	\$ 55.95
110/100x18	695	\$ 59.95
120/100x18	695	\$ 62.95
100/ 90x19	695	\$ 54.95
110/ 90x19	695	\$ 62.95
100/100x18	752	\$ 55.95
110/100x18	752	\$ 59.95
120/100x18	752	\$ 62.95
100/ 90x19	752	\$ 59.95
110/ 90x19	752	\$ 62.95
120/ 90x19	752	\$ 66.95
80/100x21	752	\$ 55.95
80/100x21	490	\$ 55.95
300x21	139	\$ 57.95

**PIRELLI**

SOFT - INTERMEDIATE

100/ 90x18 MT32	\$ 53.95
110/100x18 MT32	\$ 56.95
120/100x18 MT32	\$ 58.95
120/ 80x19 MT32	\$ 59.95
130/ 80x19 MT32	\$ 62.95
300x21 MT32A	\$ 53.95

SANDY-MUDDY

110/100x18 MT37	\$ 57.95
120/100x18 MT37	\$ 60.95
120/ 80x19 MT37	\$ 59.95
90/ 90x21 MT44	\$ 54.95

INTERMEDIATE - HARD

110/ 90x18 MT34	\$ 53.95
120/ 90x18 MT34	\$ 59.95
130/ 90x18 MT34	\$ 62.95
120/ 80x19 MT34	\$ 59.95
130/ 80x19 MT34	\$ 62.95
90/ 90x21 MT34	\$ 54.95

## TUF TUBES

Super heavy duty

300-325x21	\$ 14.95
450-510x18	\$ 15.95

**SILENCER  
PACKING KIT**  
fiberglass packing  
\$ 3.95

**PROGRESSIVE  
FORK SPRINGS**  
\$ 49.95



**THE BIG  
CATALOG**

Parts and Accessories for DIRT BIKES.

CALL TOLL FREE

**800-654-4998**  
MASTERCARD, VISA, or UPS C.O.D.  
508-285-4342



# TRAIL RIDER

M A G A Z I N E

July 1990  
Volume 20 Number 7

Paul Clipper  
Editor/Publisher  
Jim Mack  
Artist

Kevin Hines  
Test Consultant  
Tom Conaway  
Virginia Desk  
Wally Tunison  
Davey Coombs  
Kevin Drew

Patty Lorenson  
Peter Ruggiero  
Roger Billharz

Contributors  
Murray Watt  
Living Legend  
Nancy Clipper  
Accounts Manager

Editorial Address  
P.O. Box 129  
Medford, NJ 08055  
(609)953-7805  
Fax Number (609)953-7312  
(call first)

Subscription Services  
P.O. Box 129  
Medford, NJ 08055  
Printed in the USA by  
GraphicData  
Mount Laurel, NJ  
Type output by  
Another Way, Inc.  
Berlin, NJ

The advertising deadline  
for the September issue is  
July 20, 1990

**On the cover:** Ron Lawson, of all people, from Cycle World magazine, snorts the Suzuki DR350S up a desert hill during American Suzuki's intro of the DR-S line. There's a taste-test of the bike inside.



There's still slime in them thar pines.

16

## MACHINES

### 12 Suzuki's DualSports

*Riding in the Mojave gravel pit*

## COMPETITION

### 16 Pine Hill Enduro

*Family ride in the forest*

### 18 Pine Barons Clock Run

*Bouncy Bouncy in the Pines*

### 24 John Monahan Memorial Enduro

*It was going to be a scrambles...*

### 30 Grand National Hare Scrambles

*One for Summers, one for Russell*

## FEATURES

### 10 Remember When....

*Looking back at New England Trail Rider*

### 34 How Much Trash is Too Much Trash?

*Cleaning up the woods again*

## TECHNICAL

### 20 Tire Basics

*How to pick 'em at a glance*

## MONTHLY STUFF

### 5 Last Over

*It's Your Money*

### 6 Eastern News

### 8 The Rest of the World

### 38 Yankee Trader

### 41 Subscription Page



12



34

**Warning:** Anyone looking in this spot for humor should stop reading right now. This is a very serious sport, and you shouldn't take riding lightly, or you're liable to get hurt like my friend Wally. Wally broke two ribs in an enduro...there, is that serious enough for you? Of course, it probably wouldn't have happened if he wasn't trying to pass his buddy on the outside of a flat, sandy, high-speed turn like Rex Beauchamp at the Indy Mile, only Rex didn't have six-inch pine trees grinning at him at the apex of the turn...come to think of it, it was a pretty toady move, Wally. The rest of you...just don't ride like geeks, okay?

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 64 Cutchogue Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 129, Medford NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canada please add \$4 per year and other countries \$5 per year for additional postage. Copyright © 1990 by Trail Rider Magazine. All rights reserved. Nothing in this magazine may be reproduced by any means without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Second class postage paid at Medford, NJ and additional mailing offices. POSTMASTER: Send address changes to Trail Rider Magazine, P.O. Box 129, Medford, NJ 08055.



# FACTS.

## **PSI PRODUCES THE \$100,000 PERFORMANCE KIT YOU CAN AFFORD**

While our competition likes to exercise the "seat of the pants" method of testing, at PSI we develop maximum horsepower ratings with the use of our computer aided Superflow Dyno. The combination of our in-house Dyno and hours of track and race testing helps us compare facts and figures to give you the most effective performance over any of our competition! When the Japanese talk, the Superflow listens.



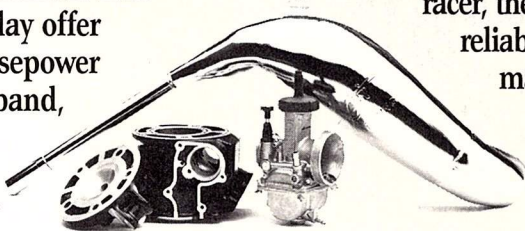
### **TELL US HOW YOU WANT IT**

Different tracks and different riding styles require performance to match. We offer individual performance mods to fit your riding style. Our PSI data sheet lets you tell us how and where you want your horsepower. It's all a part of our dedi-

### **PERFORMANCE ON DEMAND**

Where most hop-up kits today offer reasonable increases in horsepower at some point in the powerband, PSI performance systems are designed and tested to produce usable horsepower throughout the powerband.

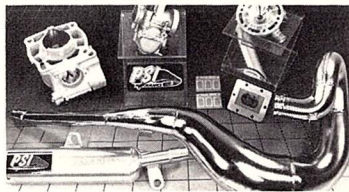
From bottom to top, increased response where and when you need it the most. We call it "performance on demand".



cation to giving you, the racer, the best reliable performance to fit your preference and style.

### **IT'S RESEARCH AND DEVELOPMENT THAT PRODUCE MORE DEFENSE FOR YOUR DOLLAR**

Pride, dedication and excellent customer service are all a part of PSI's goal to offer you the most advanced and affordable performance for your money! PSI. The most powerful leader in any class. And that's a fact.



**VISA/MASTERCARD ACCEPTED  
SAME DAY UPS. DEALERS WELCOME**

SEND \$2.00 FOR OUR EXCITING CATALOG PACKED  
WITH INFORMATION ABOUT OUR  
PIPES, KITS, & ACCESSORIES.

**(414) 787-2430**



PSI, INC. • RT 2, BOX 309 • WILD ROSE, WI 54984 • (414) 787-2430 • FAX (414) 787-3764



## IT'S YOUR MONEY

By Paul Clipper

As off-road riders, we are beset upon by numerous forces intent upon taking away our right to enjoy what we enjoy most (hey, that's *ride*, remember?). We've got bad publicity at the hands of the environmentalists, a bad image in the eyes of most non-riding citizens, and irresponsibility from within our own ranks. On top of this already heavy load to bear, we are being slowly crushed by the entire "business" of motorcycling. Rampant consumerism, more than anything else, is going to strangle this pastime right back down to a handful of riders if we don't stand up and shout for changes—big changes, and quickly.

What do I mean by rampant consumerism? All you need to do is look at practically any single-interest magazine, and for the worst example, pick up any of the current crop of computer magazines. Inside you will find tests of the latest, greatest, fastest, newest machines, and most testers agree that if you're still using an IBM PC instead of this model you're living in the stone age. What they're saying is "you should buy this immediately," a request that warms the heart of any advertiser and, if followed, boosts the industry with greater sales.

It's particularly ironic in computers, since the whole personal computer industry is less than ten years old. Most people using computers use them for such utilitarian tasks that the "latest, greatest" model really isn't going to do them much practical good. It's the same with us; we're heavy computer users here at *TR*, and probably outfitted just about right, but the computer mags certainly make us drool for bigger, faster, and "better" machines.

Oh. And they're also more expensive. Did we mention that?

Next, pick up a motorcycle mag, especially, sad to say, an off-road magazine. What will you find inside? Chances are there will be not a single exhaustive test of a bike, but two or three of them. Better yet, there will be a shootout, where a whole class of bikes are quickly compared and then pronounced winners and losers.

You'll then find the prerequisite "project bike," although not a multi-part disassembly and painstaking reconstruction of a machine. Rather it will be a one-shot "hop-up," full of bolt-on parts that you can clamp onto your bike and make it faster, better handling, flashier, lighter, stronger and just plain neater.

Oh. And did we mention that it all costs money? That if you did *everything* we did, you'd wind up with a \$7000 bike?

I'm into mountain bikes, so I buy a lot of mountain bike magazines, and inside I see the same thing. Tons of tests on the bewildering

array of bicycles available, dozens of product evaluations on accessories to make riding more effective, more enjoyable (and more expensive). It's the same in most street bike magazines; and you can spend five minutes scanning a magazine rack and see that just about every form of enthusiast pursuit is ready and waiting to be rammed down your throat for the low cover price of \$2.95.

Interesting and exciting, you counter? Well, yes, but doomed to fail. There are so many enjoyable facets of off-road riding, and this sort of editorial menu only offers the "what." Where are the "who, where, why, when and how?" Who are the people who are stretching the limits of our sport? Where are people riding and having fun? Why do we enjoy this so much? When can we get out with our own kind, and how can we get the maximum pleasure out of what we're riding right now?

Okay. I write this in a weak moment. I've just been exposed to hordes of maniac racers at the start of a new season, and I've been internally wrestling with my deep love for a peaceful trailride and the hot lust for brute competition. Any way you look at it racing is exciting and addicting, but you *know* in your heart that a good day racing and the concept of *fun* is mutually exclusive. And the really sad part is seeing beginning riders get hooked into the racing thing right off the bat, then get beaten, demoralized, drained of cash and out of the sport in one short season. And they got the idea—at first—from magazines.

The magazines are in competition; they want more readers than the other guy, and they want them revved up and foaming at the mouth. They want readers ready to buy, because they've got advertisers who are more than ready to sell. It's exciting, raw, and fast-paced, and every six months promises a new innovation that's going to blow us away—but don't you, every now and then, just want to climb off of this merry-go-round and relax and enjoy yourself?

That's the message that just isn't getting out. If we didn't find motorcycling fun when we started out, we wouldn't be in it today. But now it's a whirlwind of the latest and the greatest, and it has to be mind-boggling to someone just getting into the sport. What should I buy for my first bike? This YZWR looks neat! Hey, everybody's winning on it, forget about the fact that I'm just learning how to ride a motorcycle and weigh 92 pounds. When you find out the machine costs almost \$4000 and needs at least \$800 in modifications (according to the same

magazine), you'll probably have second thoughts. You quite possibly will forget about trail riding and find something cheaper.

We're missing the boat here, and I'll include *Trail Rider* on the pile. It's so easy to just do new and different and racing and the latest & greatest. And it's awful difficult to go out and find a legal riding place that you can publicize without bringing down nine different kinds of holy hell on yourself, as well as ruin the place for everyone who already goes there. It's also very hard to avoid the lure of exciting new accessories and

easy stories on hopping up this, reworking that, and promoting money spending rather than simply enjoying riding. But it has to be done.

There are little glowing spots here and there. I just put down a popular mountain bike magazine and picked up *Bicycling*, an old title that also covers fat-tire riding as well as road bikes. Inside I found features on riding, travelling, training, safety and land-access...and some short little product tests way in the back of the magazine. The

overall impression I got was "here's a magazine trying to tell me how to get the most from my sport, not seeing to it that the sport got its most from me." It was refreshing to see people who were so interested in everything *around* their machines, rather than the machines themselves. We've got a lot to learn.

The point is this: Here in the dawn of the '90s we're going to have to come to grips with a number of demons. A bad public image is only the most obvious iceberg tip; add to that inflation, recession, economic slowdown, a drastic drop in defense spending, fewer high-paying jobs, and just less money flying around. We're going to have fewer bucks to spend on toys, although we're going to have at least the same amount of *time* to spend on toys. And in order to pull new people into the sport in this kind of market all of us in the business are going to have to think more about the *fun* that started this industry, and not the bucks it now depends on. Nothing scares people away faster than a constant demand for cash.

I've got no pat solutions to offer; no addresses to write to and no one perpetrator to point the finger at. Neither do I absolve *Trail Rider* from any guilt in this current obsession. I only request that we all start changing the way we think about this fine old pastime—all of us, from industry leaders to the starting line of a local hare scrambles—and work our way back to our humble beginnings; to appreciation for a ride well done rather than a machine beyond reach. The future of this sport depends on it.





## A STATESMAN DEPARTS

The Merrimack Valley Trail Riders had the sad fortune to announce the passing of Jack Noga, this April. Jack was one of the founding fathers of the MVTR, and was a past president of the New England Trail Rider Association, also serving as a marshal at the 1973 Berkshire ISDT. He was also one of the organizers of the MVTR's Cockermouth Enduro, and for 18 years hosted an annual 600-mile recreational trail ride known as the Roast Beef Ramble.

With the Leon Dube Memorial Trailride fresh in our minds, it is worthy of note that Jack was the highest fundraiser for that event for many years. He even turned right around and auctioned off the grand prize of a new Honda XR in 1988, which he had won, and donated all the funds he received to the Cystic Fibrosis Foundation. This was a typical act for Jack, a man who routinely gave much more to the sport and to everyone's life than he ever took away. The Merrimack Valley Trail Riders and all of us will miss him.



## STREET LEGAL ONLY

You may only have a couple of days to get it together, but the 24th of June is the date for the Meteor MC's Sandy Lane Dual Sport ride, a 100-mile tour of woods roads and dirt roads in some of the lesser-known parts of the Jersey Pines. Meteor says there's going to be no mud, no tight woods, and pretty much no whoopde-dos. All the bikes entered have to be completely street legal street/trail bikes, no ringy-ding racers need apply. It should be a lot of fun.

The start is at the Countryside Inn on Jackson Road (Route 534) west of Route 206 (or four miles east of Atco Dragway). The entry fee is \$10, sign-up starts at 8:00 AM, and they'll have lots of door prizes afterwards. If you need more information, call (609)783-3684.

## NETRA BANQUET ALREADY?

It's never too soon to plan something. This year's NETRA Annual Awards banquet is going to feature a ton of vintage bikes on display, and for that NETRA wants your help. If you have a clutch of pre-1973 vintage bikes and clothing, films, photos or videos, get in touch with Elaine Morel at (508)695-2061. She's in charge this year, and she wants to put together a truly memorable display. The banquet, by the way, is going to happen at the Sheraton in Milford, Massachusetts, on January 19, 1991, so get ready.

## PHOTO YOU

If you've been riding the South Jersey runs this spring you no doubt have noticed a guy hanging a sign out that says "PHOTO AHEAD" and snapping off flash shots of everybody. Just so you'll know, his name is Ron Turpin, and he's an okay guy. He's been shooting a lot of the local events and offering the photos for sale, but if you haven't been hanging around for results you haven't seen his wares—hey, he might have a good shot of you! To contact Ron on any other day than Sunday, write to him at 590 Wayne Avenue, Vineland NJ 08360, or call after 6:00 PM at (609)692-8545.

they've done. Go on down and ride, but be nice to the woods and don't trash the parking lots.

## PAGODA SPRING SCRAMBLE

We received a quick report on the Pagoda MC's Spring Hare Scramble this month, but by the time we got around to typing it in, any name that might have been hooked to it was lost. So, here it is verbatim: 'April 29th was open on the ECEA calendar, making for a good turnout for our rut and root run. It did not rain all week, so for the first time ever it looked as if we'd have a dust problem on the MX portion of our course.'

'So, we fired up the water truck during the parade lap, and with Murphy's Law in tow (make that Pagoda's Law), the rain began when the start flag was raised into the air. So all we can do is just imagine how nice the woods sections would have been.'

For taking the overall on a KTM 250, Pagoda MC congratulates ECEA rider Rich Mollenkopf.'

**200 Expert**  
John Weigle  
**250 Expert**  
Rich Mollenkopf  
Danny Nenstiel  
Gary Dunkleberger  
Dennis Blanchard  
**Open Expert**

Richard Moyer  
David Mealing  
**Senior Expert**  
Jerome Lynn  
Len Clark  
David Risser  
**Super Senior**  
Bob Shughart

**125 Amateur**  
Eric Erb  
Steve Neiswender  
**200 Amateur**  
Shawn Lalli  
Peter Mannis  
**250 Amateur**  
Doug Stoltz

Mike Straues  
Mike Bombick  
**Open Amateur**  
Mitchell Adams  
John Osif  
**Senior Amateur**  
Mike Ego  
Sam Bongive

## NEW TRAILS!

Joe Giardina of Wareham Suzuki called us to let us know that the Pilgrim Sands Trail Riders have been working with the Rangers in the Myles Standish State Forest (South Carver, Massachusetts; off Route 495, exit 2), and have recently finished putting in four new motorcycle trails in

## NAMES AND ADDRESSES

**New England Trail Rider Association (NETRA)**  
P.O. Box 478  
Ellington, CT 06029  
(203)875-5757  
**East Coast Enduro Association (ECEA)**  
1380 Route 70  
Browns Mills, NJ 08015  
(609)893-7294  
**Virginia Championship Hare**

**Scrambles Series (VCHSS)**  
114 Holloway Drive  
Smithfield, VA 23430  
(804)255-4620  
**Pennsylvania Trail Riders Association (PATRA)**  
Box 77  
Thomasville, PA 17364  
**Potomac Motocross**  
P.O. Box 156

Budds Creek, MD 20650  
(301)475-2000  
**Racer Productions (AMA GNCC Series)**  
Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157  
**North Carolina H.S. Series**  
P.O. Box 338  
Fayetteville, NC 28302  
(919)867-5219  
**American Motorcyclist Assn.**

P.O. Box 6114  
Westerville, OH 43081-6114  
(614)891-2425  
**Southeastern Enduro and Trail Riders Association (SETRA)**  
P.O. Box 1935  
Roswell, GA 30077-1935  
(404)532-6832  
**New York Hare Scrambles Series**  
(315)682-8017  
**District 4 Enduro Comm. (NY)**

568 Whittier Road  
Spencerport, NY 14559  
(716)594-0384  
**District 6 Sports Association**  
P.O. Box 554  
Lebanon, PA 17042  
(717)272-6896



## WHAT'S ON

July

7/1 NETRA Knox Enduro  
Southampton, MA  
7/7 NETRA King's Brook Jr. Enduro  
Palmer, MA  
7/7-8 CMA Lake St. Peter Trailride  
Whitby, Ontario, Canada  
7/8 NETRA Connecticut State H.S.  
Union, CT  
7/8 NETRA Mohawk Turkey Run  
Adams, MA  
7/8 NY State Hare Scrambles  
Newark Valley, NY  
7/15 ECEA Foggy Mountain Enduro  
Blain, PA  
7/15 NETRA Greylock Hare Scrambles  
Windsor, MA  
7/21-22 GNCC State Line 100  
Shelby, NC  
7/22 NETRA Hurricane Mountain H.S.  
North Conway, NH  
7/29 ECEA Brandywine Enduro  
Crossforks, PA  
7/29 NETRA Red Fox Turkey Run  
Bartonsville, VT  
7/29 NETRA CATRA I  
Fishouse, NY  
7/29 AMA D-4 Brandywine Enduro  
Malvern, PA

## RIDE THAT BEATER!

One more thing about vintage bikes: remember that the MVTR is having their vintage trail ride in Allenstown, New Hampshire, on September 23. There will be a swap meet in conjunction with the ride, which will consist of (probably) a 10-mile loop, and you can do as many go-rounds as you want. This will be a closed loop in the State Forest, and you won't need a registered bike, so that's one headache you don't have to address. You will need a spark arrestor, though.

## BEAT SEATS?

You say you have a vintage bike, but you've searched high and low for a seat cover for the old beast and there's none to be found? No kidding—seats and stock pipes are almost impossible to locate for practically anything. The seat thing is easy, though. Just take your old one to a good auto upholstery man and he'll be able to match the material and sew you up something that may be even better than stock. We did that with the TR Penton seat, and it even cost us less than what a new bike seat cover goes for! Len Rehatchek helped us out, and you can find him at Lenson's Auto Top, Route 54 Hauto, Nesquehoning PA 18240, telephone (717)645-7311. If you live farther north, we've heard that Souhegan Auto Trim at 36 Elm Street, Milford, New Hampshire 03055, does a good job with old seats. Bill Freel is the person you want to talk to, and he's at (603)673-1943.



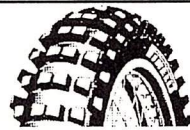
# MCNABB

# Cycle Supply



MT37 Lagunacross  
Lagunacross (soft ground)

110/100-18 MT37...	\$59.95
120/100-18 MT37...	64.95
120/80-19 MT44...	66.95
130/80-19 MT44...	69.95
90/90-21 MT44...	59.95
<u>MT16 Garacross (general)</u>	
400-18...	49.95
450-18...	54.95
510-18...	55.95
300-21...	49.95
<u>MT21 Rallycross (general)</u>	
120/90-18...	\$43.95
90/90-21...	35.95



MT32 Sandcross



MT32 Sandcross (intermediate)

410-14...	\$34.95
275-17...	28.95
110/90-18...	58.95
110/100-18...	63.95
120/100-18...	66.15
120/80-19...	66.95
130/80-19...	69.95
300-21...	58.95



MT34 Worldcross

MT34 Worldcross (intermediate)

110/90-18...	\$59.95
120/90-18...	64.95
120/80-19...	66.95
130/80-19...	69.95
90/90-21...	59.95

MT35 Hardcross (hard)

110/100-18...	\$57.95
120/100-18...	59.95

MT46 Hardcross (hard)

120/80-19...	\$66.95
130/80-19...	69.95
80/100-21...	56.95



MT35 Hardcross



510 6x28  
**Teraflex**

410-17...	\$64.95
410-18...	64.95
510-17...	74.95
510-18...	74.95
6x28-17...	79.95
6x28-18...	79.95



244 744  
**Trelleborg**

<u>744 Ten Masters</u>	
410-14...	\$51.95
450-17...	69.95
575-17...	59.95
410-18...	59.95
450-18...	69.95
500-18...	69.95
<u>244 Trelmaster (Enduro or MX compounds)</u>	
440-18...	\$69.95
510-18...	69.95



907 520A  
**YOKOHAMA**  
BERMUDA  
SUPER HINER

<u>907 (mixed terrain tire)</u>	
510-17...	\$45.95
410-18...	39.95
460-18...	46.95
550-18...	54.95
<u>520A (intermediate)</u>	
90/100-14...	\$35.95
110/100-18...	62.95
120/100-18...	66.95
80/100-21...	46.95
<u>521 (intermediate)</u>	
100/100-18...	\$59.10
120/100-18...	78.25
100/90-19...	66.50
110/90-19...	69.25
120/90-19...	78.25
<u>540/540A (soft ground)</u>	
110/100-18...	\$63.65
120/100-18...	66.50
100/90-19...	66.50
110/90-19...	69.25
120/90-19...	78.25
Call for other sizes not listed	

**Dunlop**  
K990 ST Soft Terrain

90/100-14...	\$30.95
90/100-16...	35.95
100/100-18...	45.95
110/100-18...	46.95
120/100-18...	49.95
100/90-19...	56.95
110/90-19...	64.95

K695 JT Intermediate

100/100-18...	\$56.95
110/100-18...	61.95
120/100-18...	62.95
100/90-19...	60.95
110/90-19...	64.95

'Other Dunlop tires available'

## TIRE IRONS

15" x 1" Forged Steel \$17.95/pr



Racing Lubricants  
Super-M, 12oz bottle... \$3.45  
Super-M, 1/2 gallon... 12.95  
We stock complete lines of  
Maxima and Bel Ray Oils

## SMITH

## SCOTT

## O'NEAL



## Cheng Shin Tires



## sunstar SPROCKETS



## METZELER

300-21...	\$52.95
400-18...	57.95
450-18...	56.95
410-18 MC...	59.95
450-18 MC...	64.95



"Street Bike Tires Available"

Visa - Master Card - C.O.D

Prices subject to change

Call Today 800-233-2787,

Cycle  
McNabb Supply

123 Hampton Ave

Westfield, MA 01085

In MA 413-536-7145



## IN CAHOOTS!

We received word from Rick "Super Hunky" Sieman last month that the Sahara Club is growing strong and getting bold. They've been concentrating on finding people within their organization with a yen for detective work, and have found out some amazing things.

The Sahara Club will be releasing evidence shortly, according to Rick, that will prove that the Sierra Club and the California Wilderness Coalition do *actively support* the radical Earth First movement. For those who need reminding, EF is the group that has become famous for booby-trapping woods, spiking trees, and allegedly intending to cause injury to dirt bikers in the California desert by pepper parts of races courses with homemade spikes.

What kind of evidence do they have? How about tapes of Rick masquerading as an Earth Firster, and receiving all sorts of help from Sierra Club staffers, finally getting them to agree to give him a sum of money to help with a "project" he had in mind in L.A. From what he says, it's very condemning evidence, and he plans to turn it over to the media as well as the FBI. Shows just one more reason why you should never support the Sierra Club, even accidentally.

## STREET BIKE JOCKEY

Scott Summers is on a roll this year, tearing up the GNCC series on his XR600—he's been accused of racing a "street bike" more than once. At the Beckley, West Virginia, Winter Place 100, a combination GNCC and AMA National Hare Scrambles, Summers wrestled his XR into the top spot, which is the second time he's done it this year.

Second place at Winter Place was KTM's Scott Plessinger, third was Ed Lojak, fourth was Jeff Russell, and fifth was Steve McSwain. Look for full coverage next month by Davey Coombs.

## KTM SPOKES

So you're a new owner of a KTM, and you want to go over your spokes to make sure the wheel's staying tight. You go through your toolbox, dig out all your spoke wrenches, and none of them

fit—as a matter of fact, every one of them are about half the size of the KTM spoke nipples! What do you do, reach for a pipe wrench?

Well, some of you might, but beware. You can do a ton of damage on those aluminum nipples with an adjustable wrench. It's best to use a real spoke wrench, but up 'til now they haven't been available. Well, Kevin Hamilton, of Hamilton Sportcycles, called to tell us that KTM actually sells a spoke wrench specifically made for their bikes. The part number is 90-000, and it should retail for about \$13.95. Kevin says it works really fine, and he highly recommends it (he'd also be pleased to sell you one, we'll bet!).

## NEW TWIST FOR INCAS

Acerbis Plastica has been working overtime on a new route for the Incas Rally this year; they plan to go from Ica, Peru (right on the west coast), all the way to Rio de Janeiro, Brazil. That's completely crossing the continent, a total of about 4500 miles. It's going to be a long haul, and for simplicity's sake Franco Acerbis announced that the program this year is going to feature shorter special tests (between 100 to 150 kilometers—last year they went up to 750 kilometers), and long transport sections with a generous late allowance.

By doing so, Acerbis has attracted the attention of Camel Adventures, Inc., and the Camel people are interested in adding it to their schedule of "adventure" rides—a sort of a "Indiana Jones" series of adventure/safari dirt bike rides that are all the rage in Europe. By changing the format thus, Franco hopes to interest more recreational riders who are looking for the ultimate adventure. The date for the event is between August 5 through August 25 (yes, it's a long one!) and you can get more information by calling Bill Berroth at Acerbis USA, telephone (619)562-1440.

## NEW BOOK AT XR'S

Al Baker, owner of XR's Only, is still hospitalized, recovering from injuries suffered in a plane crash earlier this year, but XR's Only is still doing business as usual under the management of Al

Baker, Senior. Al Sr. recently called to tell us they have a new catalog and tech manual ready and are anxious to get one into the hands of every XR owner. The book is # 4, it cost \$5, but you also get a subscription to *XR News*, a newsletter regularly published by XR's Only. Send the fin to XR's Only, 6944 Santa Fe Avenue, Hesperia CA 92345, and mention number 4-242. They'll know what it means.

## LOW PRICES

American Honda announced lower prices for most of their (in stock) dirt bikes in May, and if you've been holding out you may be able to cut a deal. The 1990 XR250R is now priced at \$2998 (wonder who they're competing with), and you can get a 1989 for about \$150 less than that. There's still 1990 CR500s and CR125s for sale, now at \$3798 and \$3298 respectively, and you can get '89 CR500s and CR250s for \$500 off their list price and '89 CR125s for \$300 off. Naturally, you should ask your Honda dealer for more info.

## NEW CABLES

Motion Pro is a new *TR* advertiser with a really nifty new product. Basically, they make a line of motorcycle cables. The most interesting is their clutch cable, which uses a longitudinally-wound cable housing rather than the usual coiled cable housing (the Motion Pro cable housing looks like long wires bound together). The advantage of this is that there is no way for the clutch cable housing to compress when you yank on the clutch lever, making for better clutch control and less adjusting hassles.

They're called *Terminator* cables, and they sound good to us. Contact Motion Pro at 2860 Fair Oaks Avenue, Redwood City, CA 94063; (415)368-6259.

## GO NORTH

Want to go to Canada? Good trail rides are happening up there, this month is the Lake St. Peter ride, a two day event on the 7th and 8th of July. For an entry kit contact O.C.M.C., 891 Walton Court, Whitby, Ontario L1N 7R5, Canada.

**WORLD'S LARGEST PERFORMANCE CATALOGS**  
(714)554-9442




WHITE BROS. catalogs #13 (Dirt Bikes, ATV's, and Watercraft) and catalog #13S (Harley-Davidson and Sportbikes) offer the World's Largest Selection of Performance Products and Accessories for you machine. Send now for 144 color pages listing every Performance Product that you'll ever need. Plus a \$5.00 discount certificate for your next order.

☐ Send catalog #13 (116 color pages) listing products for Dirt Bikes, ATV's, and Watercraft. enclosed is a check for \$3.00.

☐ Send catalog #13S (28 color pages) listing products for Harley-Davidson, and Sport Bikes. enclosed is a check for \$2.00.

14241 Commerce Dr.  
Garden Grove, CA  
92643 USA

**NEW! GHOST RIDER IV**



**THE GHOST RIDER IV IS THE ONLY ENDURO COMPUTER THAT MEASURES MILEAGE AND DISPLAYS TIME LATE OR EARLY! AUTOMATIC ODOMETER CALIBRATION, DISTANCE TO NEXT POSSIBLE, KEYTIME AND MORE. NOW WITH GRIP MOUNTED CONTROLS. CONVERSIONS ALSO AVAILABLE FOR OLDER MODELS.**

**CALL BOB (702) 945-2833**

**\$350 <sup>00</sup>**

**324 N STREET  
HAWTHORNE, NEVADA 89415**





# HAD ENOUGH YET?

## SIERRA CLUB—NO!

# SAHARA CLUB—YES!

You know that the Sierra Club is trying to stop off-road use dead in the water. They won't be happy until we're herded into small fenced-in areas and have to pay a fee and fill out forms to have any sort of recreation. Their ultimate goal is the elimination of all off-road vehicles . . . and that includes bicycles, campers and wheel-chairs.

**HOW CAN THEY DO THIS TO US?** They do it with cubic dollars and a horde of greedy lawyers. The Sierra Club has a huge membership, and they start each year with a war chest of over **THIRTY MILLION DOLLARS!**

**WHAT IS THE SAHARA CLUB?** Formed by Rick Sieman and Louis McKey, the SAHARA CLUB was formed to fight the Sierra Club head-on, just the way they fight. We plan to use the legal system like a battering ram to get more than our fair share of media coverage.

**WHO ARE THESE GUYS?** Louis McKey, also known as the Phantom Duck of the Desert, has been fighting to keep our public land free since 1974. Rick Sieman was the first editor of *Dirt Bike* over 20 years ago, and is now a professional off-road racer on the SCORE/HDRA circuit, as well as a writer for several off-road publications. Together, they won a landmark case in 1981 that kept all existing roads and trails open for public use. Lou and Rick have been battling for your right to use your land for a long time . . . and now they're ready to turn pro and go for the throat full-time!

**WHY WE NEED THE SAHARA CLUB.** A lot of good people are out there trying to keep land open for public use, and without exception they are well-meaning amateurs. They think that writing letters and attending meetings will get the job done. Wrong. After a decade of this, more land than ever is being taken away from us.

There's only one way to get our fair share, and that's to use the same techniques that the enemy uses. No one is better qualified to do this than Lou and Rick.

**OUTRAGEOUS INFORMATION!** That's what you get when you become a Sahara Club member. In our first newsletter, we printed names, phone numbers and addresses of some radical Earth First members. These are the terrorist scum who set deadly booby traps that could kill you or your family. We feel it's time that these scum were exposed to the light of day. We'll lay it on the line and tell you which politicians are backed by eco-freaks and which ones are fair. We even infiltrated an Earth First meeting and taped those wharf rats in action. Want to see how Earth First makes deadly traps to kill or maim you? We have that information and will make it available to you.

**WHEN WAS THE LAST TIME YOU FELT GOOD ABOUT OUR SPORT?** Are you sick and tired of making excuses for having honest fun off-road? Do your own industry "leaders" make you feel guilty about disturbing a patch of sand? What's more important . . . a kid sharing fun off-road with his family or closing off millions of acres so we don't disturb a tortoise? Stand up to the wimps and to the enemy . . . join the Sahara Club and put some pride back in your life!

**ACTIONS THAT COUNT!** At a recent land use meeting in Beverly Hills, ten Sahara Club members dressed up in convict outfits with CRANSTON emblazoned across them. He's the senator who was involved in the Lincoln Savings & Loan scandal and the pinhead behind the massive HR 780 land closure bill. Our team of Cranston-Cons made numerous papers and were seen on over 60 TV stations. Even the anti-off-road *Los Angeles Times* ran a huge photo of a pair of our Cons in action, reaching over a million readers with a dramatic statement. The Sahara Club has already been on a number of radio stations and will regularly hit the talk show circuit with **OUR SIDE** of the story.

**WE CAN DO IT!** There are literally millions of off-roaders in this great country, and most of them are busy making a living, working, raising a family and coping with everyday problems. While they cope with the daily grind, their recreational land is being taken away at a staggering rate. If we can get one million folks to join the Sahara Club, we can fight toe to toe against the people who are trying to take your land away. Attack now, legally, and feel proud about it. Rick and Lou are putting everything they have on the line once again. It's now up to you. Join the Sahara Club. It's about time!

## SAHARA CLUB USA INC.

**SAHARA CLUB ONE-YEAR MEMBERSHIP—\$20.** Includes:

- Regular Newsletters • Membership Card • Sahara Club Bumper Sticker

Make checks payable to:

**THE SAHARA CLUB**  
17939 Chatsworth St., Suite 525  
Granada Hills, CA 91344

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_



# REMEMBER WHEN....

## Looking back at the first two issues of New England Trail Rider

*With the generous help of Bob Hicks*

As we told you in the April issue, that publication marked the 20-year anniversary of this magazine. New England Trail Rider started out in April 1970, and things were plenty different back then. Bob Hicks, originator of the magazine, dug us out copies of the April and May issues, and it's very interesting to sit back and look through what was happening back then.

The first issue of *New England Trail Rider* was 32 pages deep and spun off from *Cycle Sport* magazine, which was hugely popular at the time. Bob's editorial served to introduce the new magazine, hopefully to cover all the fun aspects of trail riding that were lost in *Cycle Sport*. One of the most nostalgic parts of the magazine is the first two pages, graced with a Yamaha ad offering their "Yamaha Enduro" line. Page three is a full page color shot of a DT-1...and boy, does that bring back memories!

Bob's editorial in the second issue was about how he and Al Eames spent a day attending a trail conference, and found that he and Al were the only two motorcyclists there! They found that the hikers only begrudgingly wanted to share the trails with other users. Sound familiar? They also found that although motorcycles were mentioned in passing, the hikers seemed to actively hate the horse riders in the area. Of course, when the crowd found out that Al and Bob were trail riders, well, the whole atmosphere changed. Yes, they did escape with their lives, and they reported that the chance to communicate may have improved the image of motorcyclists in a few of the hikers in attendance.

The bulk of both issues was devoted to finding places to ride. A big article on U.S. Geological Survey maps gave a few examples of how to read them, and also printed the USGS index maps for southern New England in April, and northern New England in May. This story is just as timely now, since enduro trail bosses everywhere wouldn't be caught without a few USGS maps to fall back on when the trail disappears, and serious trail riders are also familiar with them. You have to watch out, though, since here in the 1990's most of the USGS maps are woefully out of date (they sure do build those condos fast!).

Maybe we'll steal Bob's map story idea for a future issue....

Closely following the map story in May was one on using a route sheet to guide you on trail rides. The idea was to look at the maps and plan a ride by marking down the turns according to outstanding features seen on the map—like, "R on trail beyond brook", then "S across road onto trail". Doing this would allow you to go exploratory riding in a new area, while not having to


riding doesn't changes much...wait, yes it does, listen to this: "All you need to do to try this game is show up at any one of the listed events with a usable trail bike and \$3 for your entry fee." Well, they've gotten more expensive!

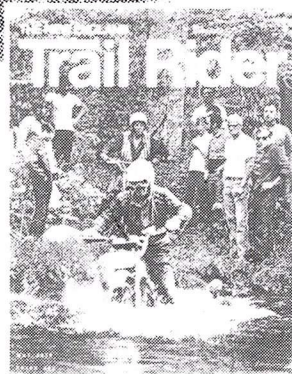
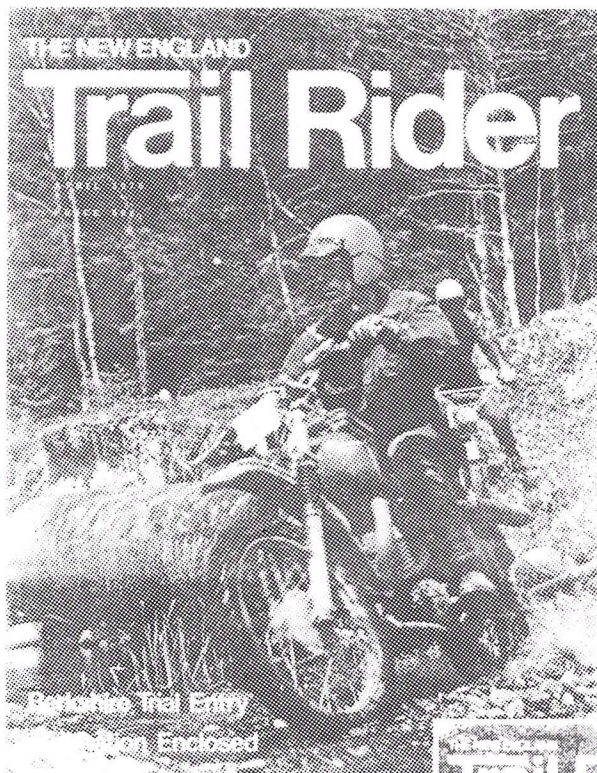
April had a short article on how local riders use the Triumph Trophy 500 as a trail/enduro bike. The consensus? It was a very reliable engine wrapped in a heavy, ill-handling chassis; and all of the guys spent their time trying to make it lighter and better handling. It seems like forever since we've had those problems!

The big technical feature in May was a comparison between the Ossa Pioneer and the Bultaco Matador Mark 3. Just looking at these bikes still makes my pulse quicken; they're what we all wanted to own back then. Both had high exhaust pipes, skid plates, high fenders, real knobby tires, electronic ignitions instead of points—they were both ultra-serious enduro bikes. They also had three and a half inches of rear wheel travel and around six inches in the front, and the Matador even had a completely enclosed drive chain, which was the only way to keep water and mud from killing chains back then.

As a matter of fact, the last article in the May magazine is devoted to chain care, and more than half of the article describes how to build an automatic oiler for your trailbike chain. For those of you who cut your teeth on modern bikes, a chain oiler was a device that dripped oil on your chain while you rode. It was the only way to get through a 100-mile ride without having to adjust your chain every time you stopped for a rest. Hicks used an auto-oiler on his Ossa in the 1969 ISDT in Germany, and some later Ossa enduro bikes came with an auto-oiler stock!

It's amazing how far we've come, on the simple matter of o-ring chains. Any more, every trail rider worth his salt uses an o-ring chain, and most trail bikes come with them stock. You don't need to lube it during the day, and you can ride 100, 200, or more miles without even *thinking* of adjusting your chain, and in some areas they'll last you a whole season. In the early 70's, chains were our biggest headache!

Well, the *New England Trail Rider* looks quaint now, but at the time it was pages full of information you couldn't get anywhere else...which reminds us that we have a heavy obligation here to do the same, in the future. We'll look back at more of the early magazines in the future. 



stop every time the trail turns to check the map. This article marked the beginning of an art that would lead to the route-sheeted trail rides that still make up the backbone of the NETRA Trail System.

The competition calendar showed 15 runs for the season; note that they're not NETRA runs, since NETRA had yet to be born. The first enduro for the season was the Somers Enduro, still going strong today as the New England Championship, essentially. The last run for the season would be the Salmon River Ramble, just as it is today, but both events were put on by the Rams M.C. The Rams appeared to be the most active club on the calendar, with five events for the season.

There was also an article in May, "A Brief Introduction to Enduros". It may have been the first article on that subject, but looking at it now it reflects what I've read in perhaps two dozen magazine stories in the last 20 years. Enduro



# Caught between a rock and a hard place?

**ENDURO** There's only one way out. Introducing the 1990 KTM enduro series. We start with KTM's unparalleled success in World and U.S. National enduro championship competition. We add the technical innovations and performance updates featured in the 1990 m/x line. The result: the most competitive line of enduro machinery ever unleashed by a single manufacturer. No matter which model you choose, you'll find smooth power and even balanced handling. And no matter how far you get yourself into it your KTM e/xc has the guts to get you back out.

KTM's unparalleled range includes the 350e/xc, 300e/xc, 250e/xc, and 125e/xc, along with complete, distinct lines for desert/cross country, motocross, and four strokes. No



matter where, how, or when you ride, there's a KTM engineered especially for you.

**Yours free:** our impressive full-line brochure, get yours now. Stop by your nearest dealer, or call or write KTM America, Inc. 1906

Broadway, Lorain, Ohio 44052, (216) 246-1060.

Protect your right to ride: Always wear protective riding gear, operate a properly muffled machine, and avoid sensitive wilderness areas. With the freedom afforded by off-road riding comes a responsibility to protect the environment. Keep off-road motorcycling a positive and safe recreational pursuit.

KTM America, Inc.  
Lorain, Ohio  
El Cajon, California



*Built for Champions*





# The Suzuki DualSports

Taking a western dual sport ride on the Suzuki DR-S 250 and 350

By Paul Clipper

## Ridgecrest, CA

American Suzuki introduced the DR-S series of street/trail bikes in mid-April this year, and we were invited out for the celebration. The trail ride

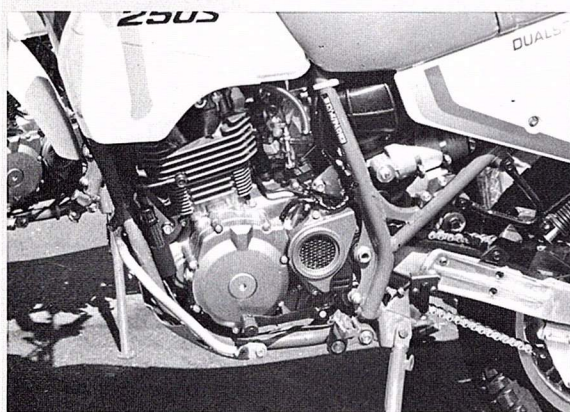
was held in Ridgecrest, California; way out in the desert near China Lake, home of many a nuclear bomb test. In spite of its rather "incendiary" past, the Ridgecrest area really is strikingly scenic, and an interesting place to ride.

The test bikes were the DR-S 250, 350 and 650; just introduced this year and very likely to set the motorcycle world on its ear. There's nothing new about the basic concept. The DR-S is a bike legally outfitted as a street bike but also designed to be dirt worthy. We've had many such street/trail models in the past, from a vari-

ety of manufacturers, but the DR-S features one new, and very novel twist: this machine was designed as a dirt bike first, and then outfitted with all the road bike trappings.

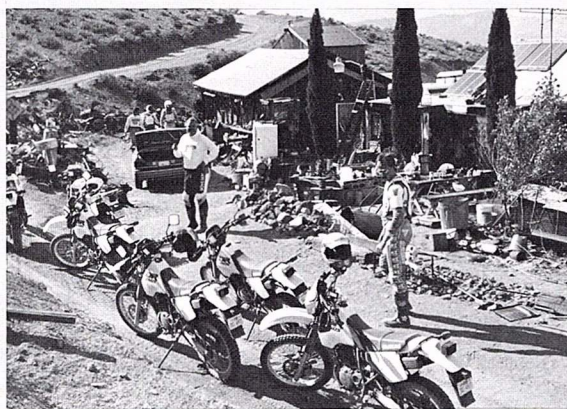
Suzuki calls them their "barely street-legal" bikes, borrowing a phrase coined a while ago by Charley Morey at Dirt Rider magazine. Their idea was to take the new-design DR family and hang just the minimum DOT approved equipment on it and turn it loose. Our job in Ridgecrest was to see how well they did their homework.

The whole concept is very exciting to us here at TR, because, frankly, if the DR-S models were worth a damn as dirt bikes, they—and the machines turned out by other manufacturers to compete with them—could turn out to be the answer to our long-range riding future here in the



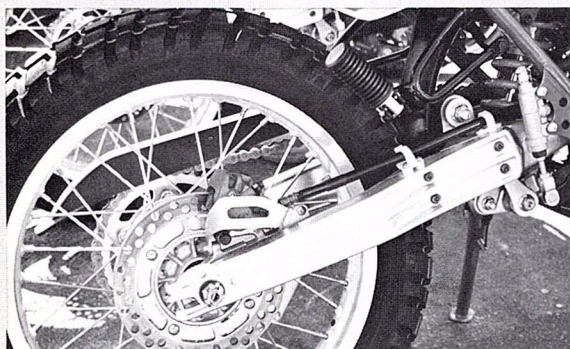
*Suzuki started out with a compact air-cooled engine and built a dirt bike around it, then they added the street-legal equipment. They came up with a good bike; it's a little heavy, as you'd expect, but all the components seem strong and capable. We can't wait to put one on a weight-loss program.*

*Pausing during the ride. This collection of junk and antiques marks the location of a tunnel straight through a hill, carved by an old miner. We rented some flashlights and walked through it, all the while talking about the recent earthquakes in the area. Some of us came back over the hill instead.*



crowded northeast. If you live in this neck of the woods, you know that registering a dirt bike can be an extreme hassle in some states. You also know that an unregistered bike (or a more or less illegally-registered bike) is not going to guarantee you a welcome-wagon visit by law-enforcement officials if you make a habit of cruising it around the neighborhood streets. But, if you can be satisfied in the dirt with a street-legal bike you can forego all those licensing and law-enforcement hassles right from the git-go. And that can make life loads easier for many of us.

The situation isn't without its trade-offs, though. First, if you're going to go for a DR-S, you'll have to be satisfied with a four-stroke engine. There just isn't any way a two-stroke is ever going to pass U.S. emissions standards, so



*The stock dual-sport tires work fine on pavement, may work okay in dirt, but aren't much fun in desert sand. The brakes are straight off the RMX and work well, although they still have the RMX squeak when hot. This is the best suspension we've ever felt on a dual-purpose bike. Careful fine-tuning should make it fantastic.*



the thumper is the only way to go. This is not such a bad thing, though. You don't have to mix gas with a four-stroke, so you can just ride it up to the pumps. You don't have a problem with quirky powerbands either, since we all know how smoothly four-strokes run. Also, the sound quality of a four-stroke exhaust is much better than a two-stroke, and the DR-S bikes are outrageously quiet in stoke form.

Second, since the DR-S needs all that legal equipment—including a steel gas tank, a battery, turn signals and all the legal lights, instruments, switches and gee gaws—you also have to accept a little bit of a weight disadvantage. Charles Halcomb of Suzuki told us he tanked up a 250 and 350 full of gas and oil and put them on the scales, and came up with 291 pounds for the 250 and 292 pounds for the 350. The 650 is a 350-pounder.

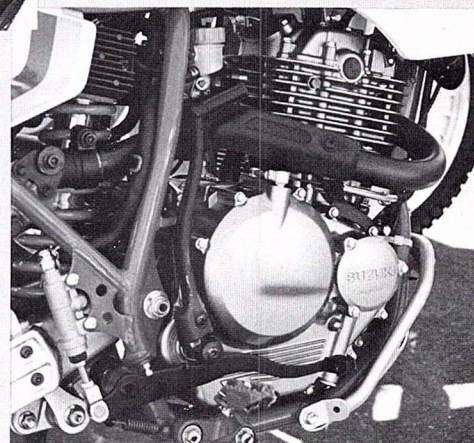
Pretty hefty. But...your local laws may be more lenient than the federal gummint, and the DR-S could very obviously be put on a weight-loss program with considerable success. When we get our bike for the full eastern test, we're almost certain to do some experimenting along these lines.

We rode the bikes in the desert, naturally; land of zero traction and deep sand and gravel. With the help of Larry Langley of District 37, we actually rode the High Desert Dual Sport trail ride course. You couldn't ask for a more startlingly different group of riding conditions compared to what we easterners are used to, but we figured if the bikes worked okay in the Mojave they'd have to be considerably better in any area that has real dirt on the ground.



Joe "Phantom" Colombero hikes up his tights while Larry Langley installs a route sheet holder. We didn't have any of the bikes break down during the ride, which is very unusual for a press gathering. Ken, from Cycle magazine, didn't even wad up a DR on the pavement, which may be a first. It wasn't like we were gentle with them, either. They were cranked wide open within the first 100 feet of dirt and were left that way the rest of the ride.

The 350 was pretty much the crowd favorite. Its only drawbacks are that it is overweight and over-geared, two traits typical of street-trail machines. Power delivery was very smooth and torquey as you'd expect, and we figure the engines will get more peppy when they're sufficiently broken in. Starting the DR-S was simple, as long as you followed the drill. White Brothers and other companies already have a slew of hop-up kits for the DR engine.



**KTM**  
**HAMILTON**  
**SPORTCYCLES inc.**



**Come See KTM's Enduro Proven  
250 & 300 E/XC!**

We have the service and stock you've been searching for!

**KTM Parts, Accessories, and Service**

**Shock Service, Used and Vintage Bikes  
Parts and Accessories for All Brands  
USED PARTS AND SALVAGE**

UPS Daily  
Next Day Avail.  
ATK rear  
Dunlopads  
\$18.95

FAX NUMBER  
(603)329-4929

**11 HAZEL DRIVE (ROUTE 111) HAMPSTEAD NH 03841**  
**(603)329-7115 • (603)329-4763**



From Route 111E and 28N, go 7.1 miles east on 111 and turn right on Hazel Drive in Hampstead



We started out on the 350, and, chasing after the desert rats in our group, we were soon on dirt roads and riding at full throttle.

Distances are vast out west, and apparently our guys figured the only way to conquer them was as quickly as possible. The 350 I was astride had only 40 miles on it, and it didn't want to do any better than 75 mph. Tight, new engines do turn over slower than a broken-in machine, but it was also obvious that the 350 is way overgeared for good dirt riding. Putting on a one-tooth smaller countershaft sprocket would allow the bike to rev higher and probably give you another 5mph to play with.

We started out at eye-watering speeds, and frankly, we never really backed off. Considering that the bikes are meant to be putted along by civilized people this also wasn't a great test, but it did reveal the deficiencies of the suspension, and there aren't that many. Both ends soaked up the little ditches, dips, and occasional buried rocks with very little fuss. The spring rates and damping adjustments could have probably been refined given time and attention, but that would have been nit-picking on our part. For what we were forcing the bikes to do, this suspension system is the best I've ever felt on a street/trail machine. Very encouraging.



The 350 also handled quite well, even though it was constantly fighting the tires. The stock rubber is Dunlop 551 road/trail gear, and it was probably the worst choice for the desert. Larry told us that most western dual sport riders at least use a good knobby up front; usually on both ends. These 551s feel fine on the street and may

work okay in eastern rocks and dirt, but we'll have to see.

Even so, the 350 didn't have to be wrestled to steer in the directions you wanted, which is also very encouraging.

The 250, although Charles claimed it only weighed a single pound less, felt like a completely different machine. The 350 wanted to be pushed into the line you wanted, and then pulled back out and into the next one every time you changed direction. It liked to stay rooted to a single line unless you definitely told it different. The 250 enjoyed being flicked around, almost like a 125 motocrosser. You could dart back and forth across the trail, change lines in mid-turn, and whip around with reckless abandon—which was very strange, considering the overall similarity of the 250 and 350. The only way we could figure was that the 250 has a shorter piston stroke on a smaller piston, and the small difference may have lowered the center of gravity effectively. Basically, this means to most people the 250 is going to simply feel

“lighter.”

The 650, of course, is completely different. It was immediately christened the “Mother Ship” and treated with the respect it commanded. The 650 does not respond to being “flicked” around—as a matter of fact it's more likely to

## WIN! WIN A 1990 KDX200! WIN!

Pilgrim Sands Trail Riders are raffling off a 1990 Kawasaki KDX200, and all of the proceeds will go towards upgrading the Myles Standish trail system. The KDX200 will be on display at Brockton Cycle Center, and tickets are available there as well. So come on down and support the club that supports trail riding for you! While you're here, check out Brockton Cycle Center's huge selection of new and used Kawasakis and Yamahas, or browse through our accessory showroom and check out the large selection of off-road apparel.

# BROCKTON CYCLE CENTER

1-800-649-1248

FAST UPS!

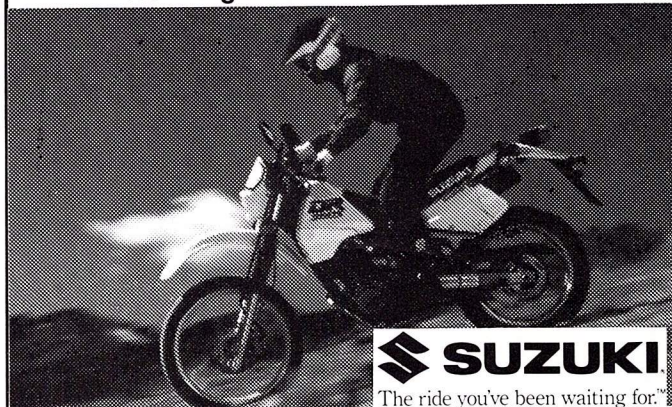
2020 MAIN ST., BROCKTON

RT. 24 EXIT 16A TO BRIDGEWATER. LEFT ONTO RT. 28. 2 MILES

(508)584-1451

## CYCLE WORLD, INC.

New England's # 1 Suzuki Dealer!



### DR/DR-S SPECIALISTS

East Coast headquarters for White Bros high performance parts. Pipes, mufflers, cams, big bore kits, complete suspension mods. Call us for your needs.



We ship UPS daily!  
(603)437-0290

Exit 5, I-93 & Rt. 28  
168-170 Rockingham Road  
Londonderry, NH 03053

Tues.—Fri. 9:30—8:00 P.M., Sat. 9:00—5:00



flick *you* around. It changes direction only after a firm command from the rider, and even then it likes to think about it beforehand. The 650 riders said it liked to go through things rather than around them (we didn't get a turn on the 650—no one had a weapon intimidating enough), but also that this was a typical characteristic of a big-bore dual sport machine. The 650 is aimed more towards riders who need something to commute and travel long distances on, and ironically it is proving to be very popular in the dealerships, surprising even some people in American Suzuki.

Power-wise, both the 250 and 350 are not surprising. The 350 has good torque in spite of the high gearing, decent power through the rev range, and then an early sign-off. It's perfectly usable, although lacking in excitement, and will probably improve when the bike gets 500 miles and more on it. It really isn't fair to evaluate a brand-new four-stroke because those complicated engines need time to loosen up properly (for example, the 350 would only do 75 in the morning, while afternoon riders reported that they could nudge them up to 80 after 100 miles into the ride).

The 250 must use lower internal gearing, because it feels a little weaker but basically the same off the bottom, flatter through the mid-range, and signed off at the same point. It was quite a bit mellower, but still fun to ride and perfectly suited to less demanding (read: saner) riders. The 250 topped out at about 72 mph in the afternoon.

Both bikes started the same. You pull down the compression release handle and slowly push the engine through until the handle snaps back, then come back up on the lever and give it a boot. Just as long as you followed the drill and gave them a full kick, you could usually get either the 250 or 350 lit in one or two kicks. With experience it will probably be a snap, but four-strokes are more finicky to start than two-strokes.

Details felt second nature on both bikes. The clutch pull was light, the front brakes very strong. The rear disc was excellent, although just as squeaky as the RMX rear disc. Shifting was a little rough at first, but by the end of the day they were loosening up nicely. The turn signal switch is the pushbutton-canceling type, which is easy and convenient to use, and the horn's nice and loud. I don't even think we snapped any mirrors off.

As usual though, we'll have to sign this report off with a disclaimer, and admit that although we had a ton of fun we really didn't learn much about the DR-S series that will apply to our homeland. We've got an order in for the DR350-S though (as well as the DR250 dirt bike), and with luck we'll have a full eastern test on it within a couple of months.

So far we're favorably impressed, and believe that the DR-S is going to be a good dual sport bike here in the east, and with a little creative fiddling it may be able to give some real dirt bikes a run for their money. Wouldn't you like to have a trail bike that could be ridden to the auto parts store and still handle a rugged trail? We're anxious to find out if the DR-S is that bike; and, as usual, we'll be sure to let you know first!

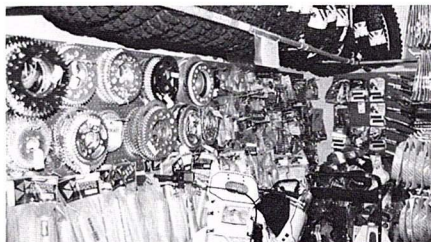
**H-Point**  
Racing USA  
TERRY CABLE

**HALLMAN**

**O'NEAL**

**TR** *Tucker-Rosky*  
DISTRIBUTING

**STOP IN TO  
SEE US, AND  
YOU'LL FIND  
OUT WHY...**



**...THEY CALL  
US THE "SHOP  
THAT HAS  
EVERYTHING!"**

**GREAT PRICES ON KTMS—ALL THE ACCESSORIES YOU NEED**

**SCOTT  
USA**

**M  
RACING**

**JT**

**Brand-New Non-Current  
ATK 250—\$2495**

MC/VISA/DISCOVER/AMEX

**AMV**

**NGK  
SPARK  
PLUGS**

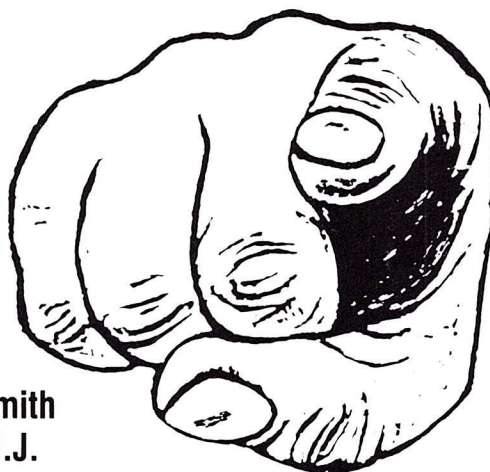
**REL-RAY**

**ANSWER**

**BOMBAARDIER**

**can-am  
motorcycles**

**Cam-2  
Racing  
Fuel  
by the  
gallon!**



**Largest  
Malcolm Smith  
dealer in N.J.**

**Can-Am  
ATK  
KTM Parts**

**SEE US  
FIRST  
BEFORE  
YOU MAKE  
A DEAL!**

**PRICES SLASHED ON  
ATK AND KTM!**

*You must mention this ad to  
receive these special prices!*

**ATK**

AMEX

**WE TAKE PHONE ORDERS  
WE SHIP RIGHT AWAY  
UPS SHIPPING EVERY DAY**

**ups**

**KTM**



**GRIFFIN VEHICLE SERVICE**

**CALL  
TOLL FREE!**

**(800)525-6771**

IN NEW JERSEY:

**(609)726-1717**

FAX NUMBER:

**(609)726-1777**

**Routes 532 & 563 Chatsworth, NJ 08019**

**Open 9—3 Sun., 9—7 Sat., 10—8 Fri.**

**9:30—7 Wed., Thurs., Mon.**

**CLOSED TUESDAYS**

**MasterCard**

**VISA**



# PINE HILL ENDURO

Only seconds apart!

## New Lisbon, NJ

The Central Jersey Competition Riders once again arrowed out all the fire cuts and little used motorcycle trails in Lebanon State Forest to create the Pine Hill enduro. Pine Hill is basically an easy run, a "family" enduro. This means you can come out and enter, knowing that it'll be a casual ride, except for maybe two sections where the top guys are going to lose points. How many points *you* lose, well, that's up to your own individual compression ratio, as they say.

But it is an easy run. Plenty of smooth fire-cuts—and a number of new ones to keep you on your toes—sand roads and dirt roads, and not too many whoopedos. The Agonis brothers, Tony and Bob, of CJCR pretty much mastermind the whole thing, and when the dust settles on the day everybody has to agree that they do a pretty good job.

Easy or not, they did manage to take two points away from the top riders—three of the top riders, as a matter of fact. Kevin Bennett, Wally Mollenkopf, and Ken Yankowski all dropped two, but their emergency points finished them in that



order. Bennett had 170 seconds, Mollenkopf had 172, and Yankowski had 182. Pretty close running for 100 miles!

Jack Lafferty Jr. finished fourth overall, riding this year on the KTM. Jack *just missed* check 12, a mistake the other guys didn't make, and then he couldn't make it up. He finished three points down but best on seconds between John Rogers and Mike McHale, who were fifth and sixth on the scale. Danny Nenstiel would have had a two as well, if he only hadn't burned check 11, and that little mistake gave him four points and seventh overall, just ahead of Michael Lafferty, Jim Franks, and Bob Bennett, all of whom finished with four points.

Mike Lafferty nabbed High Point A with his score, which is not bad at all for a guy who started out last year as a "C" rider. High Point B went to Kevin Duffy, who also finished up four points down.

*Wally Mollenkopf was literally right on Bennett's rear end, finishing second overall by only two seconds.*



## OFFROAD Specialists

Cylinders bored while you wait

**The 1990 CR's and RM's are here NOW!**

FACTORY TRAINED TECHNICIANS  
EXTRA LARGE PARTS INVENTORY  
UPS SHIPPING DAILY

# BETENCOURT'S

**HONDA**

**SUZUKI**

CALL TOLL FREE 1-800-696-1701

Route 28, Jct of 106  
W. Bridgewater Center, MA  
(508) 587-1701



9-9, Mon-Fri  
9-6 Sat

"THE ORIGINAL"

## México Motorcycle Adventures INC.

P.O. Box 12431 • Beaumont, TX • USA • 77706-2431  
24 Hour 1-800-421-6784  
24 Hour Fax (409) 898-8567

ASK FOR "DOC"

## Mexico Trailriding

Discounts for groups - Non riders welcome

Ask for Doc's Personal References - 10 years motorcycle riding in Mexico.

### "Horse Tail Falls"

Departure: Laredo, Texas  
\$ 699.00 7 days  
\$ 499.00 5 days

### "Copper Canyon"

Departure: El Paso, Texas  
\$ 699.00 7 days

Motorcycle rental available \$295.00

### Includes

Hotel (double occupancy)  
Meals • Fuel • Gas  
Bilingual Guides  
Gratuities  
Support & Passenger Van  
Swimming Pools

Water Falls  
Panoramic Views  
Ruin Sites  
Mining Towns  
Horseback Riding  
Indian Villages

Mountains • Canyons

**30 Years Motorcycle Experience**  
(10 Years in Mexico)

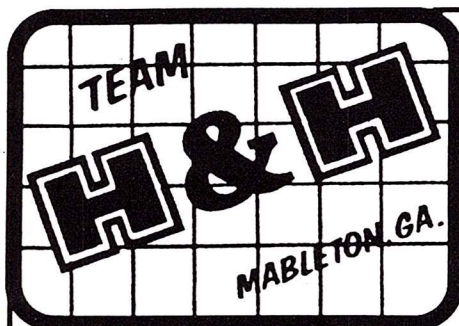


The Pine Hill is an easy run, no doubt, but the late sections this time were just tricky enough to really keep the riders on their toes. Rather than hearing the usual moaning about it being "too easy!" this time, there were a lot of compliments for the Agonis' run. The accommodations were also fine, being in a (relatively posh) campground in Lebanon State Forest, and the sign-up and scoring were held in a nice building that would have been great if the weather was rainy, but the Central Jersey club was once again blessed with perfect weather. Scoring was finished in record time, and basically it was a great event. Don't miss it next year! 🏍️



The Lafferty family is gathering in strength. Michael Lafferty took High Point A at Pine Hill, on a 125. Wonder what next year will be like, with three Laffertys in the AA class?

Pine Hill Enduro Class Results			4. Dennis Zurawski Jr. KTM 6			5. Dean Kulp 8		
Kevin Bennett Hon 2			5. Mike Felegie ATK 6			<b>B Four Stroke</b>		
<b>Grand Champion</b>			<b>A Four Stroke</b>			1. Vernon Wood 7		
Michael Lafferty KTM 4			1. Mark Young Hon 5			2. Keith Mahon Hon 8		
<b>High Point A</b>			2. Bob Dana Hon 5			3. Jon Cresis 8		
Kevin Duffy Kaw 4			3. John Cushing Hon 5			4. Jim Falconeiro Hon 9		
<b>High Point B</b>			4. Russ Hancock Hon 7			5. Ken Abrahamson 9		
<b>AA</b>			5. Doug Mason Hon 7			<b>B Senior</b>		
1. Rich Mollenkopf KTM 2			<b>A Senior</b>			1. Mike Collins Jr. 8		
2. Ken Yankowski KTM 2			1. Rich Tompkins KTM 5			2. Bill Sharp Yam 8		
3. Jack Lafferty Jr. KTM 3			2. Bruce Triplett 6			3. Les Gambrell 8		
4. John Rogers 3			3. Jack Lafferty KTM 8			4. John Nagengast 9		
5. Mike McHale KTM 3			4. Richard Trader KTM 8			5. Mike Vanovich 11		
<b>Women</b>			5. Bill Johnson Hon 8			<b>B Super Senior</b>		
1. Kathi Cambell Kaw 11			<b>A Super Senior</b>			1. Len Rehatckek Sr. Kaw 15		
2. Linda Luhn Kaw 11			1. Charles Stapleford Kaw 6			2. Dave Severe KTM 16		
3. Pat Hancock Cag 16			2. Ray McAloon 9			3. G.H. Huhn Jr. 17		
4. Dora Newman Kaw 20			3. Dan Van Driel Kaw 10			4. Charles Applegate Kaw 20		
3. Elizabeth Rushing Kaw 152			4. Wolfgang Kruse Hon 11			5. Herb Phillips 20		
<b>A 125</b>			5. Joe Galie 15			<b>C 200</b>		
1. Mike Collins Jr. 4			<b>B 125</b>			1. Mike Gregory 11		
2. Steve Hodgson Kaw 5			1. Bob Leskanic Suz 8			2. Chris Wyckoff 12		
3. Rob Farber Hon 5			2. Mark Marcin 9			3. Wayne Lawrence 14		
4. Perry Hodges 7			3. John DiOilda 9			4. Jim Hauerwas 14		
5. Dave Barlow Kaw 8			4. Burnett Wilson III 9			5. Ron Lucas 14		
<b>A 200</b>			5. Tom Steese Kaw 10			<b>C 250</b>		
1. Jerry Lynn Kaw 6			<b>B 200</b>			1. Greg Davies 7		
2. J. Craig Meyer 8			1. Darren Earley Kaw 6			2. William Fasnick 9		
3. Jim Griggs Kaw 11			2. Steve Marando Kaw 6			3. Stewart Crouch 9		
4. Glenn Scherer 23			3. Charles Majeski Kaw 7			4. John Schoener 11		
<b>A 250</b>			4. Richard Lorensen Kaw 8			5. Mike Griffith 12		
1. Dan May 4			5. Albert Elle 9			<b>C Open</b>		
2. Mark Lambert 4			<b>B 250</b>			1. David Mullett 12		
3. Pat Emmons 4			1. Tim Rickey Yam 5			2. Wallace Smith 13		
4. Keith McIntyre Suz 4			2. Dave Woodworth Yam 6			3. Tom Thomas 16		
5. Dale Hiles 4			3. Louis Oswald 7			4. Kevin McCarthy 18		
<b>A Open</b>			4. Paolo Landrini KTM 7			5. Mark Sikkema 18		
1. Kenny Lee Taylor KTM 4			5. Kevin Douthitt Hon 7			<b>C Four Stroke</b>		
2. Cliff Tenney 5			<b>B Open</b>			1. Russell Moore 14		
3. Ken Humphreys Jr. KTM 5			1. David Jobes 5			2. Joseph Pluck 18		
			2. John Walter KTM 7			3. Charles Silva 20		
			3. Martin Graver 7			4. Timothy Shepps 21		
			4. Michael Campbell 8			5. Richard Stapleford 23		



**H&H KTM**  
**310 Bankhead Highway**  
**Mableton, GA 30059**  
**(404)941-9184**  
**FAX (404)941-0220**

H&H KTM proudly sponsors  
**Allen Gravitt**  
**1988 FTR Enduro Champion**

Distributors for  
**Trelleborg Tires**  
**Duralube Oil**  
**PBI Sprockets**  
**Dyno Port Pipes**  
**24-HOUR PARTS ORDER LINE**  
**(404)941-9184**

USE OUR TOLL-FREE PARTS LINE

**1-800-344-2657**

ORDERS PLACED ON OUR TOLL-FREE ORDER-TAKING MACHINE WILL RECEIVE A 5 % DISCOUNT!



We can rebuild or revalve your suspension to suit your type of riding, and it isn't that expensive or difficult.

**White Power Suspension • KTM Fork Mods start at \$45**

plus oil & shipping.



One-day turnaround on most fork and shock rebuilds.



**NEW! TOLL-FREE NUMBER FOR ORDERS ONLY! 1-800-344-2657**





# PINE BARONS' CLOCK RUN

## A workout in the pines

By Paul Clipper, photos by Mary Funk and Patty Lorenson

### New Gretna, NJ

Maybe a lot of the ECEA riders will remember the 1990 Pine Barons enduro for the Saturday night festivities. The Pine Barons had rented out just about all of Chips' Folly Campground in New Gretna, and Flamin' Harry and his Flamin' Band burned down the house until midnight, and there were quite a few revelers for the duration. Me, I'm going to remember it for the whoopededos. Why? Because once again the *Trail Rider* Penton 125 Six-Days was entered in the hotly-contested Vintage class, and to a bike with four inches of suspension *everything* looks like a whoopededo!

Not to say that the Pine Barons' run wasn't rough. The first loop was pretty easy. It was a trail ride to the first check at 11.8, which was semi-confusing since you saw another check-point in action when you hit about 11.2. Not too many guys realized that there weren't any flags showing at that check, and shortly after 11.8 we were back on time and early—even us Penton riders! At about 13.9 though, here was a check

all of a sudden, flip cards and all, and it stopped some guys cold until they got back on time. Unfortunately, it was the *other* side of the check we'd seen at 11.2, and it was an observation check! What a sneaky bunch of clowns!

Check four was the first serious check on the course. It was a tiebreaker check-in, basically, even though all of the fast guys made it easily. One fast guy made it too easy—Kevin Bennett burnt it but good, losing two points where all his competitors did a zero. He might have a hard time making it up, but he kept riding regardless.

The second loop was the "tough" section, a little better than 30 miles, just like the first section, but containing two mean checks back to back. We were checked into the section in tight, tight woods—there were two or three sections where you practically had to stop and wedge your bike through the trees. The trail was winding and bumpy, very tight and slow going, and three miles in came the first check. After that we were allowed to unwind a bit, but then came into

a slightly flooded section that rutted up quickly and turned into a mess for later riders. Three miles exactly took us into the check-out for the section, and a chance to get back on time running at 12 mph for a bit. Didn't



Kevin Bennett made Pine Barons his third in a row, and the Ridge Run (which you'll read about next month) was his fourth. His secret? He's riding last year's bike, it's all dialed in, and he's boy is brimming with confidence—a tough combo to beat.

pay to relax, though, because the woods tightened up before the second gas, and the whoopededos going into the gas stop made you seriously consider alternative forms of recreation (especially with four inches of suspension!).

The third loop should have been a trailride to the finish, but if you were tired it was possible to lose a few points. All in all it was a good ride; easy in the morning, tough in the middle, and then a heads-up ride into the finish. Jack Lafferty Jr. looked like the big winner right at the finish, with eight points lost and Bennett annoyed at himself for burning that first check. Danny Nenstiel also had eight, but Jackie had beat him on seconds.

We came to find out later, though, that Bennett also had eight; and when everything was tallied



When you weren't being body-slammed by whoopededos, you were cooking through the woods!



There's nothing like wallowing in that warm Jersey sand right from the start!



<b>Pine Barons Enduro Class Results</b>			<b>B 200</b>			4. L. Rehatchek 39		
Kevin Bennett	Hon 8		1. D. Elseroad	12		5. R. Applegate	76	
<b>Grand Champion</b>			2. C. Majeski	13		<b>C 200</b>		
Dan May	9		3. J. Waller	16		1. J. Kushner	32	
<b>High Point A</b>			4. A. Ellis	20		2. B. Smith	38	
Kevin Duffy	Kaw 11		5. T. Steese	20		3. D. Brogden	40	
<b>High Point B</b>			<b>B 250</b>			4. E. Sohayda	44	
Robert Marcanton	25		1. P. Landrini	14		5. K. Dobbins	45	
<b>High Point C</b>			2. W. Severe	15		<b>C 250</b>		
<b>AA</b>			3. C. Crum	16		1. R. Marcantonio	25	
1. J. Lafferty Jr.	KTM 3		4. M. Bear	17		2. S. Crouch	27	
2. D. Nenstiel	Hon 8		5. J. Goedeke	18		3. J. Durepos	28	
3. J. Franks	Suz 9		<b>B Open</b>			4. M. Keane	30	
4. J. Rogers	10		1. M. Moore	13		5. J. Stachavicki	31	
5. M. McHale	KTM 10		2. J. Walton	15		<b>C Open</b>		
<b>Women</b>			3. T. Wheeler	17		1. D. Kilmer	27	
1. K. Campbell	Kaw 25		4. M. Campbell	17		2. D. Mullett	35	
2. L. Luhn	Kaw 44		5. K. Smith	18		3. M. Semus	36	
3. P. Hancock	Cag 148		<b>B Four Stroke</b>			4. T. Neidenbach	38	
<b>A 125</b>			1. V. Wood	16		5. S. Lewis	40	
1. M. Collins Jr.	9		2. J. Falconiero	18		<b>C Four Stroke</b>		
2. M. Lafferty	KTM 10		3. K. Mahon	20		1. J. Nijkamp	30	
3. R. Farber	Hon 13		4. G. Gater	22		2. J. Pluck	42	
4. B. Sauer	Hon 16		5. K. Abrahamson	23		3. K. Bauman	45	
5. H. Walder	19		<b>B Senior</b>			4. R. Moore	55	
<b>A 200</b>			1. B. Sharp	17		5. T. Shepps	68	
1. M. Reszkowski	11		2. M. Collins	23		<b>Vintage</b>		
2. J. Lynn	Kaw 16		3. J. Nagengast	25		1. P. Clipper	50	
3. J. Griggs	Kaw 21		4. R. Schoonmaker	27		<b>Teams</b>		
4. J.C. Meyer	23		5. R. Eder	30		1. SJER# 1	48	
4. A. Shirey	25		<b>B Super Senior</b>			2. Meteor# 1	62	
<b>A 250</b>			1. D. Severe	32		3. Hi-Mountain	66	
1. J. Rosenberg	9		2. B. Wahl	35		4. Meteor# 2	74	
			3. G. Huhn	35		5. Meteor# 3	86	



The Trail Rider Penton once again won the Vintage class in a local enduro, ridden by the spode who puts this rag together. We wouldn't have run a photo of him, but he owns the joint, so what can we do?

up he squeaked past Nenstiel and Lafferty on seconds, and had taken the win once again! That makes three so far for Bennett...he only lost the one he's worked (Greenbrier). So much for the rumors that his wrist injury slowed him down!

Dan May took the High Point A trophy, scooting

to a 9-point finish. Kevin Duffy once again stole the High Point B—he did the same in Pine Hill. Duffy dropped 11 points, and Robert Marcanton was High Point C with a 25 point loss.

In spite of the whoopedos, and in spite of a flooded section that turned into a very tricky

mudhole, everybody seemed to be raving about the event afterwards. "That was a good, old-time enduro!" was heard by this writer more than once, and I guess that means they liked it!

New  
England's  
Only Exclusively  
Husky Shop

# MOREL'S HUSQVARNA

...WILL BEAT ANYBODY'S ADVERTISED PRICE BY 5%

## 1990 125 & 250 HUSKYS!

6-speed trans, ultra light, ultra fast, ultra reliable! This is the best Husky ever built, and now available with \$1000 of free accessories!

**WE WILL NOT BE UNDERSOLD!**  
822 E. WASHINGTON ST.  
NORTH ATTLEBORO, MA 02760  
(508) 695-2061  
Open Tues. Wed. 9—6  
Thur. Fri. 9—6  
Saturday 9—4  
Closed Monday

# KEYMASTER

## Enduro Computer

The only **ONE** you  
need to buy

# BRAND-X

Keymaster features  
adjustable rider minute for Brand X  
rules which automatically recalculates  
computed mileage to match new minute.

Display screen allows the rider to select any three of the  
following to be displayed at one time:

- \* Keytime clock
- \* Odometer
- \* diff in minutes
- \* Total Odometer
- \* Computed Mileage
- \* Speedometer
- \* diff in seconds
- \* off

Other features - AMA or Brand X rules, stopwatch, peak  
speed, pick-up test, Kilometers or Miles, uses 3 AAA  
batteries, one year warranty, comes  
with all mounting hardware.

**299.95**

CALL **1-800-526-9607** For More INFO

# WHITESTONE

## TECHNOLOGIES

BOX 181  
Franklin Lakes,  
NJ 07417  
(201) 848-8347



# Tire Basics

“Will it work in my dirt?” is all you want to know, right?

By the Trail Rider Staff

Picking tires can be a bewildering job. Outside of the most well-known brand names, which we all have read about and categorized for years, how can you tell what a knobby is going to do when you stick it in the dirt? You know (hopefully by now) that a Dunlop 990 is a strict mud and sand tire, but what is a Cheng Shin C-755 used for? We know that a Metzeler MX is a good rock tire, but what does a Pirelli Deltacross do?

To be honest, half the time even we don't know, but we're going to reveal to you one of the

mystical secrets of the experts. We're going to show you how you can just glance at a tire and tell immediately what it was designed for. Ready? It's really very simple.

## WHERE'S YOUR KNOBS?

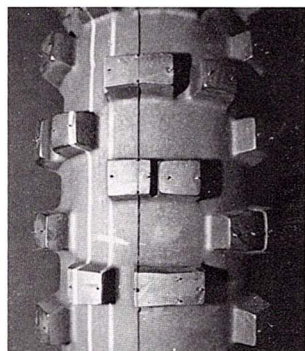
The simple way to make a snap judgment on a tire is look at the knob pattern. If the knobs are relatively small, yet very long and spaced wide apart, that tire is designed to work in mud and sand. The long knobs are able to dig down deep for a good grip on the soft surface, and the wide spacing is to allow the mud to fall out of the tread when the tire rolls up off the ground. Take a good look at a Dunlop 990 for a classic example.

It's interesting to note, too, that with these mud tires the better ones have a very large radius where the knob connects to the carcass of the

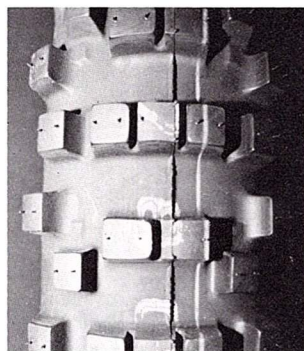
tire—the knob doesn't sit flat square on the body of the carcass. This is to keep the knobs—which are subject to a lot of ripping stress—connected to the carcass, and to help limit how much they flex. If the knobs are allowed to flex a lot, you feel quite a bit of “squirm” from the tire when you cross hard surfaces.

Conversely, a tire that features wide, flat knobs and less spacing between is designed for hard motocross tracks and rocky surfaces. Look at the Bridgestone M-22/M-23 for a good example. The knobs are short and spaced close together to get the maximum amount of rubber to the ground, and to limit flex and tearing of the knobs.

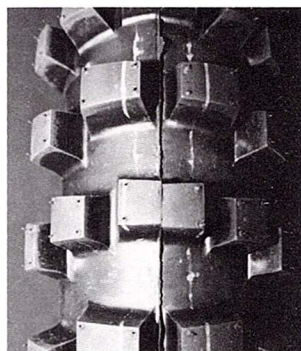
Intermediate terrain tires use a combination of these features to try to achieve a tire that can do many things. Most often, intermediate tires fea-



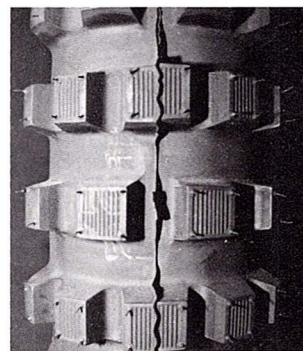
Dunlop K990: mud and sand



Dunlop D752: soft/intermediate



IRC M5B: intermediate



Metzeler Multi-Cross: intermediate/hard

## USED PARTS

**GREENACRES  
CYCLE**  
SALVAGE

New & Used Parts & Acc.  
E. 17809 Sprague  
Greenacres, WA 99016

MOST MAKES • STREET BIKES • ATV'S  
DIRT BIKES • SNOWMOBILES

VISA "The right parts...  
MC at the right price!" UPS  
COD

**CALL 1-800-359-4884**

ENDURO AND  
HARESCRAMBLE  
RIDERS ONLY

**RICK'S CYCLE**  
804-465-0565

**Great Motorcycle Adventures**

Trail Rides Road Tours  
8241 Heartfield Lane  
Beaumont, TX 77706 USA  
**CALL (800) 642-3933 or (409) 866-7891**

**COME RIDE WITH US!!**

Call or write for our  
Brochure or Newsletter.

## GREAT MOTORCYCLE ADVENTURES 1990 EVENTS

**JUNE** Copper Canyon Trail Ride  
Dep. El Paso, TX. 8:00 a.m. Sun. 17th. Ret. 9:00 p.m. Sat. 23rd

**JULY** Reserved for club or invitational ride

**AUGUST** Copper Canyon Trail Ride  
Dep. El Paso, TX. 8:00 a.m. Sun. 12th. Ret. 9:00 p.m. Sat. 18th

**GROUP  
RATES!!**



**PERSONALIZED  
TOURS  
AVAILABLE**

**SEPTEMBER** Monterey's Cascade Cade de Caballo Labor Day  
Trail Ride  
Dep. Laredo, TX. 8:00 a.m. Sun. 2nd. Ret. 3:00 p.m. Sat. 8th

**OCTOBER** Yucatan Peninsula or Honduras Dual Sport Ride  
tentatively planned for 13th - 26th

**NOVEMBER** Copper Canyon Thanksgiving Trail Ride  
Dep. El Paso, TX. 8:00 a.m. 18th. Ret. 9:00 p.m. 24th

**DECEMBER** Christmas in Copper Canyon Trail Ride  
Dep. El Paso, TX. 8:00 a.m. Sat. 23rd. Ret. 9:00 p.m. Sun. 29th

**CHOOSE YOUR ADVENTURE AND LET'S GO SOUTH!**



ture relatively short knobs (compared to a sand tire) with semi-wide spacing and very tough construction. If the tread is more of a "paddle tire" design the intermediate tire will favor softer surfaces, and if the knob pattern is tight and close together it will favor hard terrain.

#### **RASH GENERALIZATIONS**

Obviously, all of these tires will work fabulously in "perfect dirt." If you ride in damp forest loam all the time, your tire choice is simple—buy the cheapest you can find!


Now, aside from what you can immediately see, tires also differ internally. Actually the science is quite complex, but we're going to make a few blanket statements in the rest of this article that not all tire experts will agree with, but they're

accurate enough to allow you to use them to your advantage when picking tires.

A "two-ply" tire is lighter and more fragile than a three- or four-ply tire. Two-ply construction is common in mud and sand tires (another reason why they're not that great in rocks), and rock tires can be as heavy as five- or six-ply. Ply material also makes a difference. Usually, nylon is used for soft terrain tires and polyester is used for hard-track tires (it's tougher).

Tire experts also talk about "grip level" of the rubber compound used to mild the tires. If the tire feels "sticky" to you when you squeeze a knob, it has a high grip level, which is more suited to rocks and pavement. Soft terrain tires usually have a low grip level because it isn't

needed for sand or mud (there's nothing for the rubber to *grip* to anyhow—traction is all in the knobs).

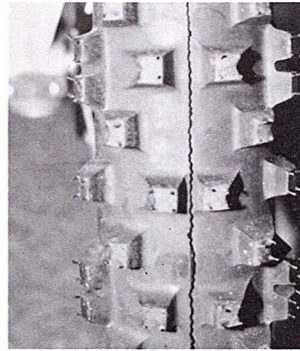
So now, if you spot an attractively priced tire at your dealers that you've never heard of, you know what to do. Ask yourself what kind of terrain you're going to be using it on, and then look at the construction of the tire. Has it got an open knob pattern or a real tight one? Are the knobs small and long, or short and stout? Is it a light two-ply tire or a heavy, multi-ply tire that will hold up in rocks? If you take the time to match the tire to the riding you plan to do you'll get better traction and you may even get more life out of your tires. It's just that simple. 



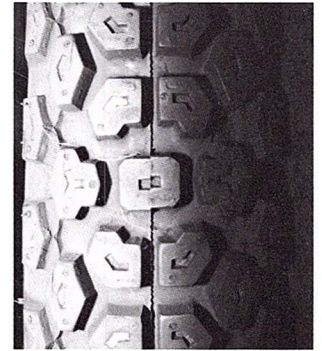
*Dunlop K695: intermediate/hard*



*Bridgestone M22: hard*



*Pirelli Sandcross: sand/mud*



*Street/trail tires: pavement*



## **KTM EXHAUST PIPES BY Z RACING**

Z Racing has been building KTM aftermarket exhaust pipes since 1982. Features include unparalleled craftsmanship, round-stamp construction to eliminate production errors and insure proper fit, easy bolt-on utilizing stock or aftermarket mufflers and a commitment to produce the best product possible, all at a reasonable price.

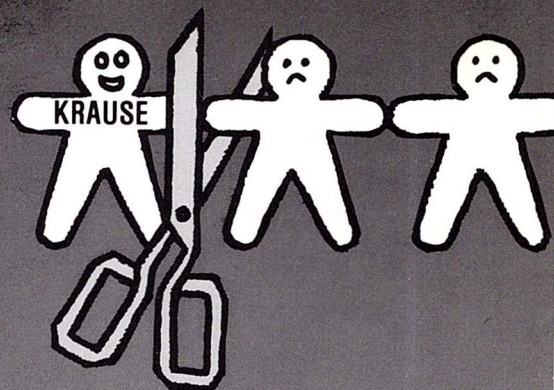
To express our commitment to the Eastern KTM riders we are offering, for a limited time, free second-day UPS freight if you live east of the Mississippi! You pay the normal UPS ground rate, and Z Racing will pay the balance.

**NEW ADDRESS/PHONE:**  
2350 EAST ORANGETHORPE  
ANAHEIM, CA 92806  
TEL. (714)449-1271  
FAX (714)449-1374





# CUT OUT THE MIDDLEMAN



## ANSWER PRODUCTS

Answer Roost Boost	\$49.95
Answer Gear Bags	\$49.95
Aluminite Bars	\$49.95

## AIR FILTERS

K & N Type	\$11.95
2-Stage Foam	\$13.95
Uni-Filter Ultra Seal	\$12.95
Max-Flow Superfilter	\$14.95
Universal Sock Filter	\$9.95
Airbox Louvre Vent Kits	\$9.95
Super-Flow Air Boxes	\$49.95
Answer Moto-Air Filter	\$17.95
Twin-Air Filters	\$13.49
Jumbo 1/2 Qt. Filter Oil	\$3.95

## ATV PRODUCTS

Nerf Bars - DG	\$89.95
ATC Champion Bars	\$24.95
Whirlpull Throttle Kit	\$29.95
FMF Reed Cages	\$79.95
Kannon Race Pipes	\$99.95
DG Race Pipes	\$109.95
DG Silencers	\$44.95
Grab Bars	\$24.95

## HAND GUARDS

Fredette Brush Guards	\$39.95
MX Pro Handguards	\$17.95
"T6" Alloy Hand Savers	\$44.95
Original Bark Busters	\$39.95

## BATTERIES

Honda-Yuasa from	\$15.00
Suzuki-Yuasa from	\$17.00
Yamaha-Yuasa from	\$18.00
Kawasaki-Yuasa from	\$21.00
Honda-Generic from	\$12.00
Suzuki-Generic from	\$8.00
Yamaha-Generic from	\$11.00
Kawasaki-Generic from	\$13.00
Jet Ski-All Models	\$36.00
6 Volt Battery Charger	\$17.00
12 Volt Battery Charger	\$18.00
6 & 12 Volt Battery Charger	\$24.00

## BOOKS & MANUALS

Motocross Racing Manual - Semics	\$12.95
Design & Tuning For Motocross	\$16.95
Two Stroke Tuners Handbook	\$9.95
Accessory Buyers Guide	\$2.95
Wheely King By Domokos	\$14.95
Motocross Training By Lackey	\$14.95
Championship Enduro	\$16.95

## BOOTS

AXO Turbo RC	\$169.49
AXO Turbo Plus	\$134.49
Gaerne SX Pro	\$159.95
O'Neal Bullet	\$147.95
Motocross Sox	\$5.95
AXO MX Sox	\$11.95

## BOYESEN RAD VALVES

Honda Rad Valves	\$119.95
Suzuki Rad Valves	\$124.95
Yamaha Rad Valves	\$122.95
Kawasaki Rad Valves	\$127.95

## BOYESEN REEDS

Honda Boyesen Reeds	\$14.95
Yamaha Boyesen Reeds	\$16.95
Suzuki Boyesen Reeds	\$12.95
Kawasaki Boyesen Reeds	\$17.95
Husky Boyesen Reeds	\$26.95
KTM Boyesen Reeds	\$19.95
Jet-Ski Boyesen Reeds	\$18.95

## BRAKE SHOES & PADS

SBS Brake Pads	\$12.95
EBC Sure-Stop Pads	\$17.95
Dunlop Brake Pads	\$16.95
Bendix Brake Pads	\$11.49
Tufstop Dual Friction	\$13.50

## CARB KITS

Mikuni Kits	\$109.95
Keihin PJ Series	\$139.95
Keihin PWK Series	\$159.95
Mikuni Tuning Guide	\$4.95
Fuel Filters	\$3.95

## CHAIN & PARTS

SideWinder Gold Superpro	\$44.95
Tsubaki QR Pro	\$24.95
RK Standard 520	\$19.95
RK O-Ring 520	\$42.95
Tsubaki O-Ring 520	\$49.95
EK Standard 520	\$18.95
EK O-Ring 520	\$39.95
Diamond Chain	\$19.95
Malcolm Smith Chain	\$19.95
D.I.D. Standard 520	\$21.95
D.I.D. O-Ring 520	\$39.95
Teflon Chain Lube	\$4.95
PJ-1 Chain Lube	\$4.49
Bel Ray Chain Lube	\$3.95
Judge Chain Wear Gauge	\$9.95
Kalguard Chain Kote	\$4.95
Maxima Chain Lube	\$4.49
Spectro Chain Lube	\$3.49

## CHEST PROTECTORS

AXO Pentagon	\$99.49
Thor Mach 5	\$99.49
O'Neal Rok Blok	\$88.49
Answer AC3 Full	\$84.49
AXO SC-2	\$99.95

## CLOSE-OUTS

Pit Shorts - Wild Colors	\$14.95
Sticker Packs - 10 Assorted	\$3.95
Cast Alloy Belt Buckles	\$5.95

## CLUTCH PARTS

Barnett Fade-Free Kit	\$39.95
Barnett Heavy Duty Springs	\$11.95
Easy Clutch Kit	\$34.95
Vesrah Standard Sets	\$29.95

## ELECTRICAL

Motoplant Ignition Systems	\$149.95
Answer Roost Boosts	\$49.95
NGK B8EV Racing Plugs	\$4.95
NGK B9EV Racing Plugs	\$4.95
Plug Caps - Heavy Duty	\$2.95
NGK B8ES Plugs	\$1.75
NGK B9ES Plugs	\$1.75
Champion Copper-Plus Plugs	\$1.25
Bosch Silver Plugs	\$4.95

## FORK PRODUCTS

Daystar GP Fork Boots	\$15.00
Fork & Disc Protectors from	\$15.00
Fork Boots	\$14.95
Fork Wipers	\$9.95

## FORK SEALS

Leakproof Fork Seals	\$12.00
White Power Seals	\$16.95
Simons Fork Seals	\$14.95

## GEAR BAGS

Oakley Gear Bags	\$44.95
Scott Gear Bags	\$54.95
Cordura Nylon Gear Bag	\$42.95
Sinisalo Gear Bag	\$47.95
O'Neal Trax Pak	\$24.95
Answer Maxi	\$49.95

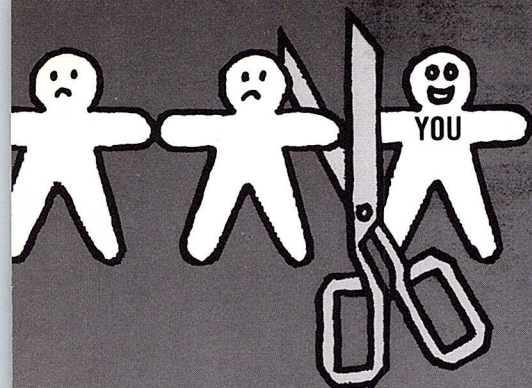
## GLOVES

Krause Kat Glove	\$19.95
AXO Series 29	\$27.95
Krause Klaw Glove	\$19.95
Krause Mud Paw Gloves	\$4.95
Sinisalo SC0	\$24.95
O'Neal Bullet	\$26.95



**KRAUSE R**  
3705 Stern Avenue •  
**TO ORDER CALL TO**





# BUY DIRECT AND SAVE \$\$

## GOGGLES & LENSES

Scott 89 Lexan Goggles	\$16.95
Oakley Goggles	\$15.95
Scott Roll-Off System	\$24.95
Oakley Roll-Off System	\$24.95
Tearoff Packs	\$4.95
Rolloff Film Packs	\$9.95
Smith SMX Goggles	\$17.95
Mirrored Lenses - Gold Scott	Call
Scott Face Masks	\$7.95
Oakley Face Masks	\$5.95

## HANDLEBARS

Answer Aluminite	\$49.95
Renthal Bars	\$47.95
DG Bars	\$39.95
All New "T6" Alloy Bars	\$44.95
Cross Bar Pads	\$6.95
Oury Grips	\$4.95
Scott Hurricane Grips	\$5.95
Supercross Bars	\$22.00
Supercross Mini Bars	\$21.00
Super ATV Bars	\$25.00
Hi-Point Alloy	\$29.95
Debruzer X-Bar Pad	\$6.95

## HELMETS

Bell Moto-4	\$120.00
Bell Moto-5	\$185.00
Bell Moto-4 (RJ Model)	\$149.95
Helmet Numbers	50¢
Bieffe JBX-6	\$92.95
Bieffe BX-6	\$104.95
Bieffe BX-6 Replica	\$119.95

## KIDNEY BELTS

AXO Superbelt	\$29.95
Gold Belt Cool One	\$22.95
Gold Belt Two Cool	\$24.95

## LEVERS/CLAMPS

Clutch Levers from	\$5.00
Brake Levers from	\$6.00
Split Perch Clamps	\$7.95
Chrome Moly Shift Levers	\$17.95
Motion Pro Cables	\$11.95

## MACHINE SHOP WORK

Precision Boring Service	\$30.00
Head Milling Work	\$35.00
Flow-Bench Porting	\$145.00
Crankshaft Rebuilding	\$35.00
Engine Dyno Testing	\$65.00

## PIPES

Krause Kannon Pipes from	\$109.95
DG Performance Pipes from	\$99.95
PSI Motocross Pipes	\$119.95
FMF Nickel/Gold Pipes	\$129.95
Husky/KTM Pipes from	\$139.95
Yamaha Banshee Pipes from	\$99.95
Tecate, Tecate-4 Pipes	\$109.95
Blaster, Warrior Pipes	\$99.95
Pipe Guards	\$39.95

## PISTONS

Wiseco Forged Pro-Tru	\$49.95
Stock Honda	\$39.95
Stock Yamaha	\$29.95
Stock Kawasaki	\$34.95
Stock Suzuki	\$37.95

## PLASTIC PARTS

Front Fenders	\$19.95
Rear Fenders	\$18.95
Side Panels	\$19.95
Radiator Scoops	\$14.95
Fork/Disc Covers	\$17.95
Hand Protectors	\$14.95
Rear Disk Guards	\$16.95

## SILENCERS

Krause Kannon Oval	\$49.95
DG Performance Oval	\$44.95
Answer Products	\$52.95
FMF Silencers	\$49.95
Sparky Spark Arrestors	\$44.95
Universal Model Silencer	\$39.95
Repacking/Rebuild Kits	\$6.95
SA Pro By Answer	\$69.95

## SPARK PLUGS

NGK B8EV Racing Plugs	\$4.95
NGK B9EV Racing Plugs	\$4.95
Plug Caps - Heavy Duty	\$2.95
NGK B8ES Plugs	\$1.75
NGK B9ES Plugs	\$1.75
Champion Copper-Plus Plugs	\$1.25
Bosch Silver Plugs	\$4.95

## SPROCKETS

SideWinder Triple-Life Rears	\$49.95
SideWinder Front Beta B20	\$19.95
Circle Front Sprockets	\$11.95
Portco Rear Sprockets	\$29.95
PBI Front Sprockets	\$14.95
Circle Rear Sprockets	\$26.95
PBI Rear Sprockets	\$34.95
Portco Rear Sprockets	\$32.95
Sunstar Sprockets	Discontinued

## SUNGLASSES

Oakley Blades	\$57.95
Scott Sportshields	\$36.95
Oakley Razor Blades	\$62.95
Oakley Eyeshades	\$53.95
Oakley Frogskins	\$32.49
Oakley Iridium Razors	\$87.95
Scott Microshields	\$38.95
Scott Eclipse	\$44.95
Scott Titaniums	\$49.95

## T-SHIRTS & JERSEYS

"Kick-Ass" Moto-X T-Shirt	\$8.95
"Krause Kat" T-Shirt	\$8.95
Nylon Moto-X Jerseys	\$19.95
Pit Shorts - Wild Colors	\$14.95
Pit hats - Assorted	\$4.95

## TIE-DOWNS

Red Ancra Originals	\$12.00
Black Ancra Originals	\$10.00
Bogus Taiwan Copies	\$6.95
Ancra Wheel Tie Straps	\$8.00
Ancra Anchoring Kit	\$12.00
Ancra Brites - Fluorescent	\$16.00
Black Bungee Cords	\$1.25
Alloy Loading Ramp - 6 ft.	\$50.00
Cable Zip Ties (10 Pack)	\$1.99

## TOOLS

Impact Driver Kit	\$9.95
Open End Wrench Sets	\$9.95
Chain Breaker	\$5.75
Tire Pressure Stick Gauge	\$4.95
Tire Pressure Dial Gauge	\$6.95
3-Way Plug Wrench	\$4.00
Duct Tape Roll	\$8.00
Ratio Rite Breaker	\$3.50
Safety Wire Kit	\$9.95
Spoke Wrench	\$2.95
Measuring Cup	\$3.95
Forged Tire Irons	\$3.95
DG Factory Stands	\$49.95

AVAILABILITY AND PRICES ARE SUBJECT TO  
CHANGE WITHOUT NOTICE.

**YOU NEVER PAY  
RETAIL AT KRAUSE**

# KRAUSE, INC.

Charles, Illinois 60174

**1-708-513-1000**



**SAME DAY  
SHIPPING**



NETRA Round Two

# THERE'S A THOUSAND STORIES IN THE PILGRIM SANDS BONEYARD!

Riding the John Monahan Memorial Enduro was many things to many people, but to all it was tough!

By Alan Rustici

Photos by Desiree Wyatt and Steve Tower

Freetown, MA 4/29

The mudhole was beginning to lurk. It had been simply hovering in my mind, but now it was definitely lurking in a sinister way. The reason was that I had just left my chain guide lying on the ground and ridden away.

It was in the John Monahan Enduro, held April 29th in Freetown, Massachusetts. The course consisted of two laps around a 40 mile loop. The trails were about a fifty-fifty mix of sandy, well-bermed single track which were fun, and boneyards, which were not. At one point the route sheet stated: "Welcome to Bedrock." It was not at all amusing at the time. There were

only about 2 miles of road on the loop, and it was raining.

The first loop went well enough for me, with no mechanical problems, and there were enough resets that my fatigue was kept to a manageable level. Everyone was doing math out loud at the resets. The course was such that everyone was late, and the rules were Brand X (where you assume the minute you entered the check on, no matter how late). The resets gave you just enough mileage to get you back on time with a couple of minutes to spare before going into the next section to lose more points.

There were a couple of discussions between people riding on the same minute as to what time they should be leaving. It's funny what riding through the woods for a

*The start area became a challenge very early on, and made life miserable for more than a few.*

*Bert Guerrette borrowed Kevin Hines' practice bike and won the overall.*




*They'll be talking about the boneyards for months afterwards!*

couple of hours in the rain can do to make simple arithmetic so interesting.

Just before coming into the last checkpoint at the start area there was a mudhole. A big mudhole. The kind of mudhole with big rocks and deep water holes and bottomless ruts. It was also the kind with a lot of spectators. On lap one, I made it through fairly easily, having tipped over only once when I hit a rock that was cleverly disguised as a puddle. It could have been worse.

Being moderately refreshed by a sleeve of fig newtons and about a gallon of water, I was guardedly optimistic as I set out for lap two.






**CYCLE  
COMPETITION**

PARTS & SUPPLIES

Motocross  
Hare Scrambles  
Enduro  
Mountain Bikes



Road Riding  
Leisure Riding  
All Terrain Vehicles  
Custom Bicycles


Route 10 & 202 • 545 College Highway  
Southwick MA 01077 • (413)569-0055

**BLOW-OUT PRICES ON '89 250MX  
\$2895 WHILE THEY LAST!**



**KTM**

Suspension Tuning  
& Engine Rebuilding



**CYCLE  
DYNAMICS**

74 Garden Street  
Feeding Hills, MA 01030  
(413)786-0141



**D&S**  
YAMAHA Berlin, N.J.  
(609) 767-1310

Route 73, Berlin NJ 08009

**SALES • SERVICE**  
Parts & Accessories  
**YAMAHA OEM 15 % OFF!**  
Fast UPS Shipping  
1-800-367-1310  
Orders Only!





Dave Carlson rides a relatively smooth corduroy section. Don't gas it, Dave!

"Emergency check, really? You guys are taking seconds here?"

The trouble was that the plastic chainblock that is supposed to live back by the rear sprocket had decided to relocate to the countershaft area and had gotten wedged between the chain and the front sprocket. There was nothing for it but to take out my knife and cut the offending plastic out of the way. This got the bike moving again okay, but left my chain very susceptible to derailment. This is when the mudhole began to haunt me.

At the next boneyard the chain derailed. I adjusted the tension as much as I dared at a reset and hoped for the best. I get very nervous about chains because the first enduro I ever entered lasted only seven miles after the chain came off.



It got so thoroughly jammed between the countershaft sprocket and the engine that it took myself and two sweep riders to get it out. Riding the second loop with no chain guide and a rock infested, spectator-lined mudhole to look forward to, I was not in the best of spirits.

The route sheet mileage was 125.5 and when my odometer ticked past 120, I knew the moment of truth was approaching. 121, 122, almost over, 124! I turned a corner and there it was. A horde of spectators, anxious for disaster, and about a hundred yards of extremely ugly terrain.

## THE SWILL HOLE FROM HELL

By Steve Tower

As I walked across toward the finish check of the John Monahan Enduro, I wondered just how far I would walk into the woods for a good view of the action. Little did I know that lurking a short distance from the last check was the "Swill Hole from Hell." One hundred and fifty yards of nasty, boney, rocky, log-filled swill that humbled many of NETRA's top enduro riders and left the rest in a world of hurt.

Like a giant sleeping ogre, the "Swill Hole from Hell" lay peaceful and quiet as spectators gathered around to admire its idle strength, knowing that to awaken it would be unleashing an awesome power capable of picking off riders with ease

(or should that be "grease?").

The first few riders made it through unharmed, not realizing just how lucky they were. By the time the tenth rider passed through the Swill Hole from Hell had reared its ugly head and was swatting riders from their bikes, much the same way a bear would pull fish from a stream. More than one victim was claimed before all the riders had paddled through on the first lap. One unfortunate soul on a Suzuki RMX went over the bars in a perfect flying W formation, only to land head first in enough swill to fill his helmet. Not a pretty sight.

A & B riders were required to do two loops, which meant another shot at NETRA's best for the Swill Hole from Hell. What happened

then was not meant for the faint hearted.

Some of us watching could tell many riders had a plan of attack set before arriving. Bert Guerrette went through in his usual steady unrelenting pace which not only proved that he is a great rider but that a 1990 KTM can second as a stone grinder, as we watched a shower of sparks come off his rear sprocket.

Most of what I witnessed on the second loop could be considered criminal. How could these riders treat their bikes in such an inhumane way? Tears pooled in my eyes as I stood there watching some of the most respected enduro machinery thrashed and beaten; through, over and around the worst section of rocks, roots, muds logs and more rocks that I had ever seen.

One particular rider aboard a 1989

KTM 250 had a totally unorthodox approach to the Swill Hole from Hell. While keeping the engine of his bike singing, he used the clutch to launch his bike from one spot to the next, hanging onto the bars as if they were a water ski tow rope. Much to my surprise, this leap frog technique was very effective as ugly as it was to watch. At a few points during this bike bashing, I was concerned that a police officer was going to appear from behind a tree and start passing out tickets for cruelty toward motorcycles!

Hats off to trail boss Ken Crane and his band of Pilgrim Sands Trail Riders for making a successful transition of the John Monahan Memorial from hare scramble to an enduro. With some encouragement from NETRA members, maybe we can make this an annual event....

### APPALACHIAN CYCLE ACCESSORIES INC.

NEW FAX NUMBER  
(614)384-4117

**SHOCK SPECIALIST**  
ONE-DAY TURNAROUND  
ON MOST SHOCKS  
CAGIVA • HUSQVARNA  
DUCATI



**can-am**

**KTM**

SALES • SERVICE • PARTS  
SUSPENSION SPECIALISTS

**614-384-6861**

722 E. 14th • WELLSTON, OH 45692

RM & DR Specialists • Pro-Level Dealer  
Performance Suspension Work

**WAREHAM**  
**SUZUKI**

2667 Cranberry Highway  
Wareham, MA 02571  
(508)295-5392

**Al Baker's**  
**XR'S ONLY**

Engine rebuilding  
Suspension tuning

World's largest  
Honda XR  
Parts warehouse



AL BAKER's XR's ONLY • (619) 244-2626  
6944 Santa Fe Ave. • Hesperia, CA 92345  
Send \$5 for catalog and newsletter





#### AN OPPOSING VIEW...

*"Freetown Enduro '90? Two 40-mile loops of half virgin, half-fast stuff, one endless rock garden covered with mud. I loved it! Give me 100 miles of that every Sunday! Hey, that's why us Yankees do good at Blackwater. Like Camp Director Hines says, 'You gotta love it!'"*

*Tommy Norton, who, deep in his heart, really wanted to ride a hare scramble, and finished out of the running with 102 early points.*

Slowly I picked my way through the first water crossing. No problem. Gingerly I eased my way through a cluster of rocks, looking for a line that had as few obstacles as possible on the side of my vulnerable chain. My rear wheel dropped into


a rut, I gassed it, and promptly fell over. Grabbing for the clutch to keep the bike running, I hauled it back up on two wheels.

Looking down, the chain was still on. Good. I stood beside the machine, let the clutch out and gave a push. I was instantly grabbing for the clutch again as the bike stood on its tail. When the front end came down, the bike was at right angles to the trail, and leaning against a tree. I paused for a moment to catch my breath, and then yanked the bike back into the right direction. I was about halfway through.

I went through some deep water and into another rut. I was sure the chain had come off when the bike stopped moving and started revving. Looking down, I saw that the axle had gotten hung up on the walls of the rut and the tire was not making contact

with it at all, but the wheel was still turning—I was in luck. I pulled the back end out of the hole and looked at the check point, now only about a hundred feet ahead. I had made it!

I headed out of the swamp and gunned it towards the muddy bank. I aimed for what looked to be the least of the ruts on the bank, upshifted, hit the rut like a berm, and felt the bike drop out from under me. I was thirty feet from the finish, and the bike was up to the fenders in a rut. If it hadn't been for the fact that I was so close to the end, I never would have found the strength to lift that bike out. Pulling first the rear, then the more stubborn front wheel out of the hole, I remounted, started the bike, and rode across the finish. I was extremely glad it was over.

The Monahan was the type of event that forces me to really stretch my definition of the word "recreation." It would be just about impossible to explain to an outside observer why people do this. It would be even more difficult to explain why a simple thing like the chain still being on your sprockets makes you so happy. Some people just wouldn't understand. 

*No official results were available at the time we went to press, although it was generally agreed that Bert Guerrette won the overall. When we receive the Monahan Memorial results we will print them in the Eastern News column.*

# HONDA

## FAIRWAY CYCLE



Fairway Cycle is proud to announce that we are South Jersey's newest KTM dealer!

For all your enduro and cycle needs, plus fast, honest service!

We care about our customers and the future of the sport.

Stop by and see us!

Supporting dealer for:

Kevin Bennett Honda CR250

Doug Mason Honda XR250

New future home of:

Jack Lafferty Sr. KTM 250E/XC

Richard Lafferty KTM 250E/XC

Michael Lafferty KTM 125E/XC



AMA Discounts

UPS available



625 NEW ROAD

SOMERS POINT, NJ 08244

# (609)927-2071

# CLIFF'S CYCLES



## LARGEST SUPPLY OF KTM PARTS IN THE NORTHEAST

Shipped daily via UPS

### 1990 KTM's IN STOCK

Receiving deposits on  
the hot new 300's

84 Rockwood Road (Route 115)  
Norfolk, MA 02056  
(508) 528-2936



### SUSPENSION SERVICE

All brands  
specializing in  
whitepower

### YOUR KTM CONNECTION

We have  
the parts

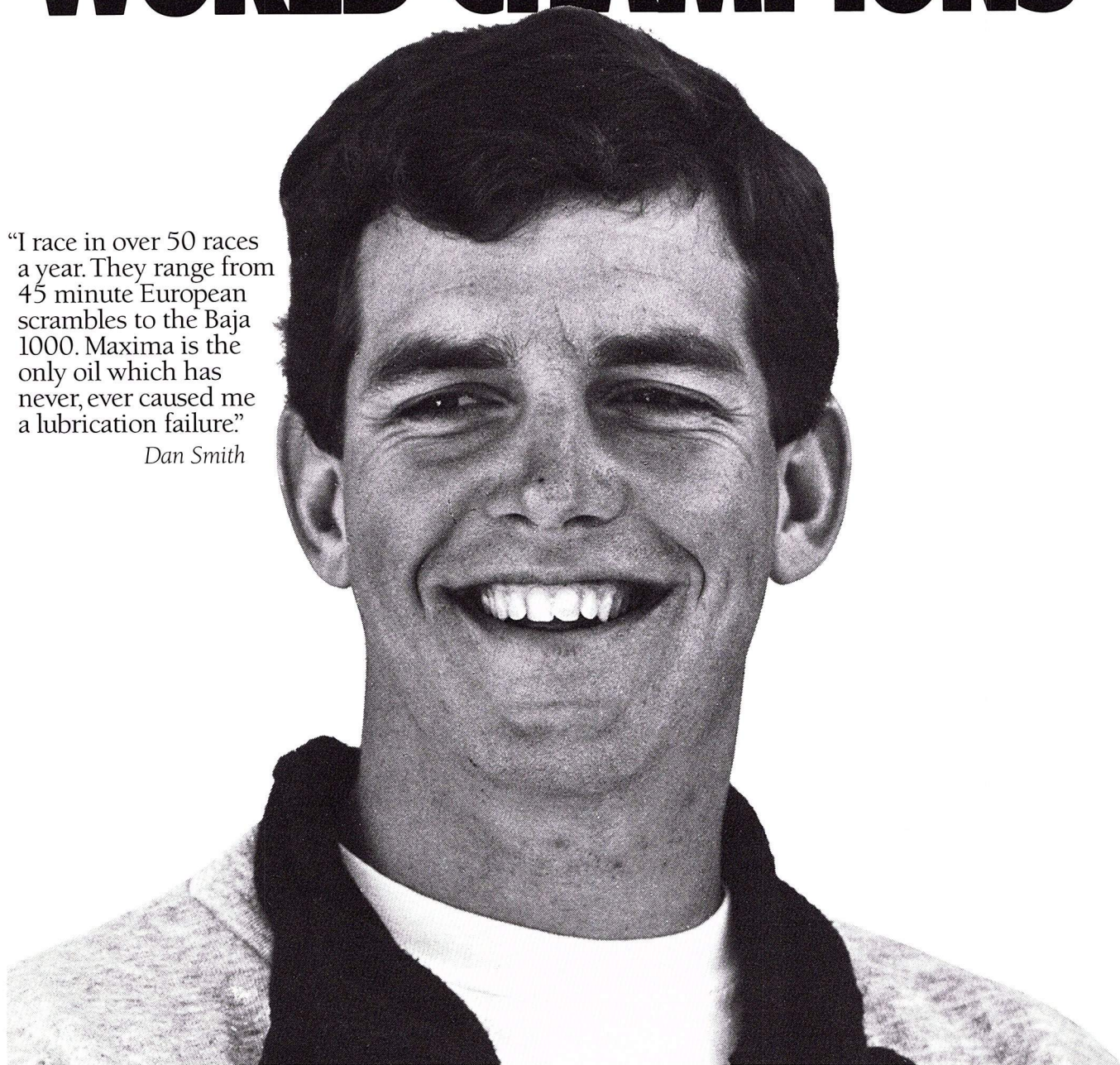
We have  
the service



# WORLD CHAMPIONS

"I race in over 50 races a year. They range from 45 minute European scrambles to the Baja 1000. Maxima is the only oil which has never, ever caused me a lubrication failure."

*Dan Smith*



3 Time AMA National Hare & Hound Champion  
4 Time World Hare & Hound Champion  
2 Time SCORE/Baja Champion  
6 Time AMA District 37 Desert Champion  
3 Time Barstow to Las Vegas Hare & Hound Champion

# MAXIMA

*Racing Lubricants*

Pro Hat & Decals: \$10.00 (Cont. U.S.A. Only)  
10969 Wheatlands Ave., Suite A  
Santee, CA 92071 · 619-449-5000  
In Canada: Wheels West: 202-775-0048  
Full Bore Dist: 416-624-0222



# FOGGY MOUNTAIN BREAKDOWN ENDURO

## Closed Road Enduro

Entry Free \$23.00  
Post Entry \$25.00  
Limited to 500 riders

# July 15

KEY TIME - 8:00 A.M.  
AMA & ECEA Sanctioned  
DISTRICT 7

**STARTING PLACE** - BLAIN FIRE COMPANY CAMPGROUNDS, BLAIN, PA. 8:00 A.M. Key time. For directions see map on back of entry. **ENDURO INFO** - 80 miles. ENDURO will consist of 2 loops with the gas stop at the campground.

**RIDERS REQUIREMENTS** - All riders must have the following at registration: AMA & ECEA cards; ECEA testing for enduro licenses will be conducted at no charge, Sat. Registration from 2:00 P.M. to 7:00 P.M. Sat. and after 6:30 A.M. Sun. **RIDERS MUST BE 16 OR OLDER TO RIDE, AND MUST SIGN A YOUTH RIDER RELEASE FORM** (Please call for form)

**MACHINE REQUIREMENTS** - As public roads will NOT be used in the enduro, NO LICENSE - NO INSPECTION - NO HASSLE. A sound test will be given from 3:00 P.M. to 7:00 P.M. Sat. & after 7:00 A.M. Sun. Motorcycles must have: SPARK ARRESTOR, SOUND LEVEL NOT TO EXCEED 105 dba AT 20 INCHES.

**DRAWING DATE** - July 8, 1990 ALL post entries will be assigned. Make checks payable to: SORR, Inc. R. D. 1, Box 135K, Hershey, PA 17033 (717) 533-4251 for information. Any calls Fri., July 13th or Sat., July 14 call (717) 536-3604. Please keep calls to a minimum! **NO PHONE ENTRIES.**

**CAMP FACILITIES AVAILABLE** - Large, flat, grassy campgrounds with plenty of shade, and SOME electrical hookups. Food available both Sat. & Sun. Breakfast will be available Sun. morning. If you bring your pets, please keep them restrained.

Please leave mini bikes at home. Any pit racing done by riders or children will result in disqualification of rider and/ or Guardian of Child. This applies to before, during & after event. NO bikes may be started between 7:00 A.M. SATURDAY & 7:00 A.M. SUNDAY.

### Release and Waiver of Liability and Indemnity Agreement

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_

Phone (area code) \_\_\_\_\_

ECEA No. \_\_\_\_\_

AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Rider's Class (check one)

\_\_\_ AA \_\_\_ A \_\_\_ B \_\_\_ C

\_\_\_ Senior A (40 +) \_\_\_ Senior B (40 +) \_\_\_ Women

\_\_\_ Super Senior A (50 +) \_\_\_ Super Senior B (50 +)

\_\_\_ 4-Stroke A \_\_\_ 4-Stroke B \_\_\_ 4-stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature \_\_\_\_\_

Vehicle No. \_\_\_\_\_

Witness \_\_\_\_\_

Address \_\_\_\_\_

**Participant under 18 must have  
notarized parent/guardian signature!**

\_\_\_\_\_  
Parent/Guardian Signature (sign in ink)

Notary \_\_\_\_\_

Commission Expires \_\_\_\_\_



# "The tests in MOTORCYCLIST and DIRT RIDER are excellent."

—Ben Cheatwood



PHOTO: DAN MCCAULEY

**Name:** Ben Cheatwood

**Occupation:** Eastern regional motorcycle parts and accessories administrator, American Honda Motor Company

**Preoccupations:** AMA announcer for roadrace, motocross and dirttrack events; formerly the motorcycle editor/announcer for "Motornet Motorsports Report," a daily motor-racing program carried by 300 radio stations nationwide; promoter, North Georgia Mountains 50cc Road Reliability Run.

**Memorable event:** "When the MB5 came out in '82 it wasn't selling too well, so as district sales manager for Honda, I came up with an event to help dealers sell it—the 50cc Reliability Run. It's pure silliness whose only point is to prove you can have fun on any



PHOTO: BERT SHEPHERD

kind of motorcycle. The big reward is guys like John Penton, Bob Hannah and Gary Bailey, plus average fun-loving riders, keep coming back and say it's the best time they've had on a bike. In '85, Penton and Hannah fought it out all day and were tied in points, so we got out the bathroom scale and weighed them, and the fat guy won. So many big names in motorcycling turn up that we've created a class called Nationally Entertaining Riders Division, or NERD for short. The whole thing is just a hoot."

**Riding history:** "I had my first ride on two wheels, a Montgomery Ward Silver Pigeon scooter, at 15. The next summer I shoveled manure on my uncle's mink ranch to buy my first real motorcycle, a brand-new \$600 CB160. I worked in a motorcycle shop and rode desert until I graduated from college. When I moved to Georgia in 1973 to work for Honda, I started riding Eastern enduros. I try to ride every day, if I can. Give me a trail ride or a good street ride in the mountains, either-or. Motorcycling is fun! It's something I enjoy doing with my family, and I like every aspect of the sport."

**Bikes currently owned:** "When I lived with my parents, my mother said, 'You can only have one motorcycle while you live

here, but when you leave you can have an acre of them.' And I'm working on it real hard. I have about 35 bikes, including 17 MB5s, a Nighthawk S, the eighth Honda 350 twin ever made, and a Super Hawk. I built a separate garage for the bikes, so if the house burns down, I won't lose the good stuff!"

**Magazines:** "As close as I am to the industry, there are still lots of bikes I can't get my hands on and ride. The tests in MOTORCYCLIST and DIRT RIDER are excellent alternatives to riding hard-to-get motorcycles. DIRT RIDER is something my son and I share together. He enjoys the riding tips by Malcolm Smith and Bob Hannah, and my favorite is Hertfelder's 'Duct Tapes,' because he has fun regardless of his riding ability. I like the 'Trail Tips' and 'Street Wise' sections that let readers be part of the magazines and share their ideas for making riding better. I also read MOTORCYCLIST's 'Sport' pages because my involvement in announcing requires insight into the racing scene and there's stuff in there you just can't read any place else."

This endorsement is purely voluntary. No fee or other consideration is paid.

AT NEWSSTANDS  
FOR \$24.00 PER  
YEAR OR BY  
SUBSCRIPTION  
FOR \$15.94. FOR  
SUBSCRIPTION  
ORDERS CALL  
(213) 854-2470.





1990 AMA/Wiseco/Yamaha/Yokohama Grand National Cross Country Series, Rounds 1 & 2

# From Tobacco Road to Tennessee

Scott Summers and Jeff Russell score wins in the opening rounds

Photos and notes by Davey Coombs

Sanford, NC; Hurricane Mills, TN

Jeff Russell survived a mudfest at the Sandflea 100 GNCC opener to take home his first overall win of the season. The Yamaha YZWR pilot swapped leads with some of the best hare scrambles riders in the country—Ed Lojak, also

on a Yamaha; KTM pilot Kevin Brown; Duane Conner, Mark Hyde—everybody was out for the start of the season.

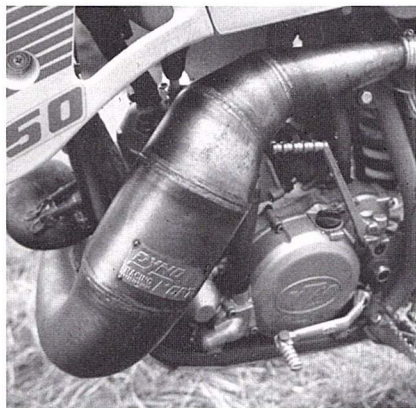
The clouds were also out, and three weeks of rain prior to the event turned it into a real mudder, causing a lot of wrecks and helping the constant lead-changing that went on during the day. Brown's holeshot lasted a short time before he lost control over a muddy ditch and tweaked his knee. Next up was Ed Lojak, a formidable competitor and always favored for the win when he gets in from. But Lojak took a long line around a mudhole on the second lap



Scott Summers torqued his XR600 to the overall win in Tennessee. He started in dead last, and repeated his 1989 performance.

and picked up arrows from a different race. By the time he got back on course he was two minutes behind the new leaders.

**DYNO** WORKS PIPES and PORTING  
**RACING PORT**



Strong 18 ga. steel pipes have a wide powerband perfect for your riding style. Available for KTM 1985-90, KDX 200, RMX250, '90 Husky 250, ATK 250 & 406, YZWR, and all CRs, RMs, YZs, and KXs.

**DYNO** WORKS PIPES and PORTING  
**RACING PORT**  
RD #1 BOX 105  
UNION SPRINGS, NY 13160  
(315) 253-9631



\*Quick Shipping from NY state



**B&B Yamaha of Camp Hill**

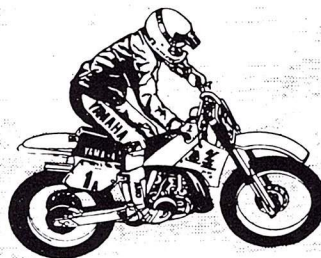
1101 Slate Hill Road  
Camp Hill, PA 17011  
(717)761-6192

**B&B Sales & Service**

791 Flory Mill Road  
Lancaster, PA 17601  
(717)569-5764



**YAMAHA**  
Husqvarna



**Enduro, Hare Scrambles  
and Trail Riding  
Headquarters**



- Complete Suspension Service
- Enduro Accessories in stock
- UPS Shipping Daily







Team Yamaha's Jeff Russell won his first GNCC Overall in North Carolina.

That would be Kawasaki rider Duane Conner. Conner led the pack for a couple of laps and then started fading back, a victim of the heat. This gave the lead to Russell, who stretched it out to three minutes over Lojak, and then five full minutes at the finish. Third was B-class Yamaha rider Frank Keegan, who actually spent time in second during the day, Tim Shephard was fourth, and Tommy Harris was fifth—and the top five riders were all Yamaha-mounted, that's correct!

Three weeks later at Loretta Lynn's in Tennessee the pecking order was changed about some. Honda XR600 rider Scott Summers,

who had crashed out at the Sand Flea, took the overall win with six minutes to spare over second place Greg Zitterkopf. Summers took three or four kicks to get his four-stroke fired at the start, and headed into the woods dead last. Before the end of the second lap he had thundered into the lead, and was never challenged from there on out.

Zitterkopf actually took

the lead straight off, but bailed off a few times and let Lojak and Steve McSwain past. Lojak looked like he was going to pull a patented disappearing act, but when his rear brake failed he dropped way back in the pack. "It took about six minutes to fix and bleed, but then I tried too hard to make it up and crashed." Lojak eventually finished the long day in fifth.

Duane Conner was third at Loretta Lynn's, and Russell finished fourth. Russell was reeling in Conner towards the end, but came in through the hay bales on the white flag with a rear flat. Rather than take the time to change the wheel he decided to charge after them, flat and all. He

#### SAND FLEA 100 GNCC Class Results OPEN A

1. Mark Hyde KTM
2. Joseph Zierman ATK
3. Matt Spigelmyer KTM
4. Greg Holden KTM
5. Greg Zitterkopf ATK

#### 250 A

1. Jeff Russell Yam
2. Ed Lojak Yam
3. Frank Keegan Yam
4. Tom Shephard Yam
5. Gary Roach KTM

#### 200 A

1. Gene O'Neil Yam
2. David Fallas KTM
3. Stan Lojak Yam
4. Michael Burk Suz
5. Craig Jones Kaw

#### 4 STROKE A

1. Carey Stump KTM
2. Harvey Whitaker Hon
3. Robert Bennett Hon
4. Joseph Lawson Hon

#### JUNIOR

1. Tom Harris Yam
2. Buren Hamrick Yam
3. Michael Cornett Yam
4. Jaisson Deroche KTM
5. Mike Frazee Yam

#### VET A

1. Richard Kresic Hon
2. Paul Michels ATK
3. Robert Neeley Kaw
4. Mike Mc Carren Yam
5. Terry Mealer Yam

#### SENIOR A

1. Joe Lojak Yam
2. Bruce Triplett Kaw
3. Randy Duckworth Hus
4. Dave Coombs Yam
5. Wade Summers Hon

#### OPEN B

1. Flip Jendre KTM
2. Glenn Holcomb Hon
3. Sam Dyke KTM
4. Douglas Miller Hon
5. Gary Severns Kaw

#### 250 B

1. Ronald Palermo Yam
2. Jeff Lowry Yam
3. Elvin Houston Suz
4. Steve Gifford Hon
5. Jeffrey Hupp Hon

#### 200 B

1. Steven Smith Kaw
2. David Black Kaw
3. Matt Aubele Kaw
4. Roger Nichols Kaw
5. James Horne Kaw

#### 4 STROKE B

1. Walter Mc Clean
2. Don Bohn Suz
3. Terry Loflir Hon
4. James Stanley Hon
5. R. Christopher Hon

#### VET B

1. R. Mansberger KTM
2. M. Bradshaw KTM
3. Sam Forrester Yam
4. H. Nicholson KTM
5. Bill Sherrill Kaw

#### SENIOR B

1. John Gallagher

2. David Dehner Kaw
3. Nick Corwin KTM
4. Worth Carswell C-A
5. Charles McLevy KTM

#### SUPER SENIOR

1. Harry Greenlee Yam
2. Doanld Harless Yam
3. E. Huffman KTM
4. Bill Hartsell Kaw
5. Holt Smith Sr. Kaw

#### NOVICE

1. Vance Earl Hon
2. Forrest Cowen
3. John Carswell Suz
4. Gary Smith Yam
5. Jason Stevenson

#### TEAM

1. G. Kendel/T. Coffee Suz

#### YOUTH

1. Robert Stock Suz
2. Jason Ward Kaw
3. Mark McGrath Suz
4. Shawn Belville Yam
5. Daniel Morrison Kaw

## SMART MOVE

More racers use BOYESEN POWER REEDS than any other performance part on the market. Why? Because smart racers know that horsepower doesn't have to cost an arm and a leg. They know that BOYESEN POWER REEDS are the most inexpensive yet effective performance part available for their bike. Testing always shows an increase in power throughout the entire range.

Installing a set of BOYESEN POWER REEDS is the smartest move you can make.



#### BOYESEN ENGINEERING

R.D. #1 Box 862, Lenhartsville, PA 19534  
(800) 441-1177 / (215) 756-6818 FAX (215) 756-4102  
WORLD'S LEADER IN 2-STROKE INDUCTION TECHNOLOGY





Ed Lojak is going for GNCC title number 10 this year.

got closer to Conner, but finished third after all. That's racing!

#### LORETTA LYNN GNCC Class Results

##### AA

1. Scott Summers Hon
2. Greg Zitterkopf ATK
3. Duane Conner Kaw
4. Jeff Russell Yam
5. Ed Lojak Yam

##### OPEN A

1. Johnny Robbins Hon
2. Rod Thurley KTM
3. Ken Johnson ATK
4. Chris Graber Yam
5. Todd Snider Yam

##### 250 A

1. Gary Roach KTM
2. Phillip Converse Yam
3. Tim Taber Yam
4. Ethan Goodrich KTM
5. Rich Horton Yam

##### 200 A

1. Gene O'Neil Yam
2. Jeff Fredette Kaw
3. Bob Tomlinello Kaw
4. John Vincent Kaw
5. Jeff Lauth Kaw

##### 4 STROKE A

1. Harv Whitaker Hon
2. Craig Hayes Hon
3. T. Warrington Hon
4. Carey Stump KTM
5. Joseph Lawson Hon

##### JUNIOR

1. Mike Frazee Yam
2. Jim Kalleker KTM
3. Ted Fischer Yam
4. Barry Howard Hon
5. Michael Grizzle Kaw

##### VET A

1. Wally Wilson KTM
2. Buren Hamrick Yam
3. Richard Kresic Hon
4. Gallie Ward Yam
5. David Molnar Yam

##### SENIOR A

1. Joe Lojak Yam
2. Joe Hull Yam
3. Rob Caplinger ATK
4. Ronald Rose Yam
5. Wade Summers Hon

##### OPEN B

1. Flip Jendre KTM
2. Gary Severns Kaw
3. Elmar Kruza KTM

4. Scott Dyke KTM
5. Brett Chitwood Hus

##### 250 B

1. Ronald Palermo Yam
2. Jeff Lowery Yam
3. Glenn Buchanan Hon
4. Gary Bugg Kaw
5. Elwin Houston Suz

##### 200 B

1. Kevin Hull Yam
2. Joe Hamor KTM
3. John Roth Hon
4. Danny Barkley Kaw
5. Ryan Campbell Yam

##### 4 STROKE B

1. Aaron Sanders Suz
2. Don Bohn Suz
3. James Stanley Hon
4. M. Niggemyer Hon
5. I. Thompson III Hon

##### VET B

1. R. Mansberger KTM
2. H. Nicholson KTM
3. Alan Brutto Kaw
4. John Strange Yam
5. Sam Forrester Yam

##### SENIOR B

1. John Gallagher KTM
2. David Dehner Kaw
3. Worth Carswell C-A
4. Jansen Dukes Kaw
5. Steve Zdybicki Suz

##### SUPER SENIOR

1. Harry Greenlee Yam
2. Donald Harless Yam
3. Willard Root ATK
4. Earnie Huffman KTM
5. William Yontz Suz

##### TEAM

1. Gary Kendel/Tom Coffee Suz
2. Dana Cash/John Cash Yam

##### NOVICE

1. Mike Waters Suz
2. Phil Stanfill Yam
3. Mike Decherd Hon
4. John Carswell Suz
5. Jeff Richardson Hon

##### YOUTH

1. Robert Stock Suz
2. Jason Ward Kaw
3. Mark Mc Grath Suz
4. Shawn Belville Yam

# TERMINATOR

## HIGH TECHNOLOGY CONTROL CABLES

- LONGITUDINAL HOUSING
- POLYURETHANE JACKET
- STAINLESS STEEL WIRE
- PRECISE FITTMENT

Available For Most Motocross  
And Competition Model  
Motorcycles & ATV's

Give Us A Call  
Motion Pro, Inc.  
(415) 368-6259

*Motion Pro*

The Clutch Cable  
Of The Future Is  
Here Now...

See Your Dealer  
& Ask For The  
TERMINATOR

2860 Fair Oaks Avenue Redwood City, CA 94063



## THERE IS ONE THING TEAM KAWASAKI & TEAM SUZUKI AGREE ON.

Rival teams rarely agree on anything. But Team Kawasaki and Team Suzuki have discovered the one thing they *do* see eye to eye on: Bel-Ray H1R Two-Cycle Synthetic Racing Lubricant.

They know that to win, you've got

to finish. And there's no better oil to get you across the finish line than H1R.

While these two teams still disagree on who the better racers are, there's no question on their vote for the best engine oil.

Bel-Ray H1R.





# OFF-ROAD OUTFITTERS

Planning to hunt for trophies this season? Moose Racing can help turn your MX bike into an *Enduro-Crosser*, the lightest, fastest, meanest animal in the woods.

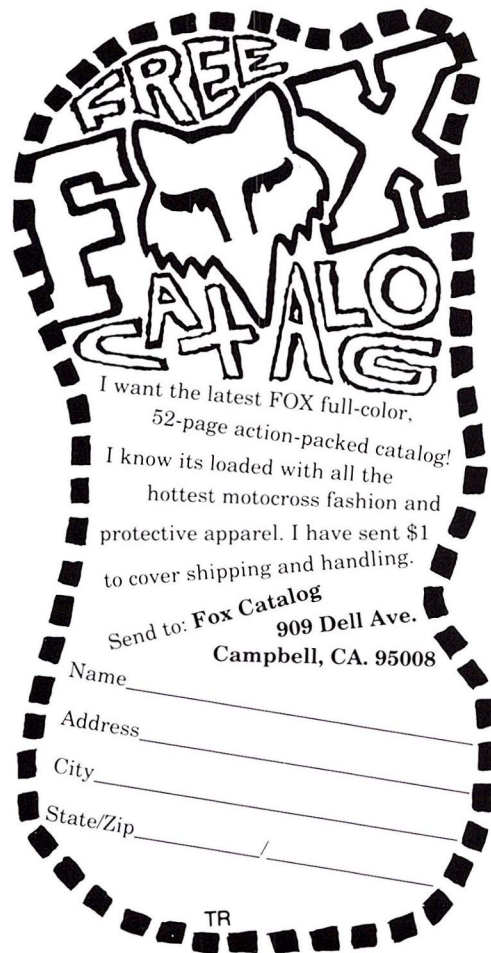
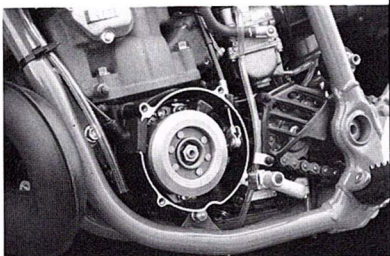
Our World Famous Heavyweight Flywheel will give your machine tractor-like power down low where you need it, and improved throttle response for more control and less wheelspin. And don't forget our other performance products, like Power Valve Tuning Kits, YZ Reed Block Spacers, Heavy Duty Steel Clutch Plates, and our "Torque-Master" engine porting service. *We specialize in products which maximize bottom end torque.*

Moose Racing is the only custom suspension shop that focuses on Off-Road and Enduro shock and fork mods. Your MX machine came delivered with the suspension set for double-jumps, not for rocks, logs and tree roots. Let Moose Racing custom tune your shock and forks to soak up those sharp hits, not deflect off of them. You'll be amazed at the difference!

Call us for all the latest accessories, such as IMS high volume fuel tanks; Answer Products spark arrestors and gear; Acerbis plastic headlights, fenders and disc guards; FMF pipes; Fredette Handsavers; enduro clocks, computers and odometers; skid plates, kickstands and more.

## 800-MOOSE-IT MOOSE RACING

2595 N. Hwy. 67 Sedalia, CO 80135  
(303) 660-0023



# WE DELIVER

- Largest in stock Parts and Accessory Inventory
- Shipping UPS daily COD Mastercard, Visa, American Express or pre-paid
- In house boring bar full machine shop excellent service department.
- CR Pro technician in house
- CR service clinics
- First CR Support dealer in Ct in 1990
- Real discounts on bikes, parts and accessories
- team race jerseys

**MANCHESTER HONDA**

30 Adams Street, Manchester CT 06040  
Sales (203)646-2789 • Service (203)646-0378 • Parts (203)646-4055  
Mon., Thurs. & Fri. 10-8 • Tues. & Wed. 10-6 Sat. 9-4

## New Model!



### Electronic Odometer

Our latest model achieves the ultimate in Enduro accuracy - it monitors the calibration throughout the entire race and automatically re-calibrates to match the bike used to layout each section! Additional features include "AAA" batteries for years of run time, a more rugged sensor with TuffShield wire protection, and much easier programming of race data. Complete kit with full mounting hardware for all bikes is \$199.95

#### Standard Electronic Odometer

Automatic Resets, adjustable wheel size, Speed and Peak Speed readout - all features which make it the most popular odometer in the sport. \$179.95

#### Pro 3 Enduro Computer

Easy programming, possible check readout, built in clock, 1 year warranty - the Pro 3 has it all. \$179.95

#### TimeMaster Enduro Clock

A rugged clock designed just for Enduros. \$89.95

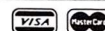
#### Bark Busters

The original and still the best, featuring special mounts for aluminum bars. \$39.95

Call Toll-Free today for more info



1-800-331-0470



LA (504) 882-3107

FAX (504) 882-7700



# How Much Trash is Too Much Trash?

The numbers are staggering, but we hardly made a dent

## Atsion, NJ

If you went out into your nearest state forest, looking to clean it up, how much trash do you think you'd come away with? Maybe a truck load? Possibly, after the first mile of public road.



*Just a small portion of the tires we all picked up.*

Two truck loads? How big is your truck?

We had a chance to find the answer first hand last April, when the ECEA helped out the Burlington County Federation of Sportsmen's Clubs on their annual woods clean-up day. The BCFSC, consisting mainly of hunters and sportsmen in the South Jersey area, annual hosts this clean-up to benefit the state forests in New Jersey. It's a job that is simply too overwhelming for the understaffed Rangers to handle; and besides, who better to use for the job than people who use and love the woods?

We helped out last year when the BCFSC had their



*Familiar sight? We ride through garbage like this every weekend. It's a far cry from what the environmentalists think we ride in. This spot was cleaned up completely by the Pine Barons.*

clean-up, after Lindsay Pirie of the Pine Barons came to know the group and join on the behalf of the ECEA—the Federation is more than just

## Midtown Kawasaki



We have the hard-to-find  
KX250 & 125 in stock!  
All the 1990 Huskys are  
available now!



1864 Silas Deane Hwy.  
Rocky Hill, CT 06067  
(203)721-0193



UPS SERVICE ANYWHERE • HUGE PARTS DEPARTMENT

## MIKE'S CYCLE SUPPLY

can-am



**Can-Am & KTM OEM Parts and  
Accessories in Stock!**

**Can-Am Motorcycles Still Available!**

ATK fork spring kits, sprockets and chains, seat covers, EBC brake shoes, Handsavers and other goodies for KTM, Husky, Can-Am, Kawasaki, Honda, Suzuki and Yamaha dirt bikes.

Visa, Mastercard, UPS, C.O.D.  
Fax Number: (504)355-4525

5751 Evangeline Street 1-(800)367-5209  
Baton Rouge, LA 70805 (504)355-4525

# 1-(800)367-5209

OPEN FOR BUSINESS SINCE 1973





CDR members fill up a pickup truck on the way to the really trashy spots.



Cleaning out the cellar hole of an abandoned building. Ruins like this dot the Pines, often dating back to the 1700s. History? Forget it—people dump trash into them.



Tri-County members dragged these car bodies out of an abandoned gravel pit and stacked them neatly for the recyclers.

hunters, several other interest groups are member organizations. Last year we supplied almost 60 volunteers; this year, with more advance notice, there were 157 ECEA people involved, from the Ridge Riders, Tri-County, Pine Barons, MCI, SJER, OCCR, DER, CDR, Meteor, VFTR, and a few non-club members.

In all, there were 323 people assembled in the morning, a very good turnout since the weather had gone gray and sour. Certain problem spots in and out of the Forest were earmarked for clean up, and groups were encouraged to sign in and then move out to areas they felt needed cleaning—for example Meteor MC cleaned up Route 563 heading into Green Bank, and Pine Barons concentrated on Carranza Road in the Wharton State Forest. A large group of people, including

members of Tri-County, went off to a local gravel pit that had been severely trashed. This place—Murphy's Pit—had been so abused that the Federation had two 30-yard dumpsters dropped off right in the pit, and they fully expected them to be filled.

Well, their expectations weren't off. The two dumpsters were indeed filled, and Tri-County members also dragged at least two wrecked cars out of the weeds and left them neatly by the dumpsters.

What was the final tally? How trashed were the woods? Okay, listen to this: in all, we filled eight 30-yard dumpsters with plain old trash—abandoned junk, wood and metal from construction jobs, oil drums, household trash and all manner of filth. Also, roughly 3,000 tires—yes, you read

it right—were dragged out and stuffed into huge trailers (they were still hauling them away on Wednesday). And we picked up six tons of bottles, filling up three recycling trucks.

The bottles are the most annoying. Most of them were beer bottles, and they were deposited up and down both sides of every road. The haulers get \$10 a ton for bottles taken to the recyclers, and they'll be the first to admit that \$60 doesn't pay for their day. Aluminum cans were a very rare find during the cleanup. Why? Because you can get...what, eight cents a pound for them at the recycling drop off? Lots of people go out and pick up aluminum, just for that eight cents a pound. So far, I've never seen a better reason to institute a "bottle deposit" law in this state. Make the bottles worth something and

## WOODS WARFARE

ARM YOURSELF TO THE MAX AND  
BE PREPARED FOR BATTLE . . .

### CHECK OUR COMPLETE LINE OF PERFORMANCE ARTILLERY

- ✓ **SHOCK SERVICE** - USING THE HIGHEST QUALITY NON-FADE OIL. AVAILABLE.....\$56
- ✓ **CUSTOM REVALVING** - NO GUESSWORK. SHOCK MODS ARE PRETESTED ON OUR DYNO.....\$130
- ✓ **FORK MODS** - HELPS ELIMINATE FRONT END HARSHNESS.....\$99
- ✓ **FACTORY PORTING** - SEND US YOUR CYLINDER, HEAD AND PISTON. WE'LL SEND YOU BACK SOME MORE HORSEPOWER!.....\$145
- ✓ **COMPLETE LINE OF ACCESSORIES AND APPAREL** - CALL TODAY FOR PRICES!
- ✓ **NEXT DAY SHIPPING AVAILABLE**

DEALER INQUIRIES INVITED

**SCOTT'S**

**818-248-BIKE**

2625 HONOLULU AVE., MONTROSE, CA 91020



ALL NEW 1990 KX FOR  
MX OR OFF-ROAD!  
KDX200s IN STOCK NOW!

**PERFORMANCE  
CYCLES** **Kawasaki**

- ★ LARGE PARTS & ACCESSORY DEPT.
- ★ NETRA PARTS DISCOUNTS

Financing Available

Route 9  
Shrewsbury, MA  
(1/2 mi. west of jct. 9 & 20)

(508)842-1068





Here's an example of the kind of trash we can't pick up. Unfortunately, this is also all too common in the Jersey woods.

they'd simply disappear.

Without a doubt, we made a huge impact on the roads we picked up, but the trash is still out there, folks. Fenced-off hazardous waste dumps still dot the landscape, and we can't touch them. Roads we missed are still lined with bottles and trash, and as long as we live in a nation of pigs and short-sighted politicians they're not apt to get any cleaner. If you want to give something back to the forests we all use, and also get a good feeling for a job well done, get your club together and head out to the woods. Take plenty of trash bags, though. You'll need them.

*Clean-up tip: Have you ever witnessed people dumping trash in the woods? How about companies dumping hazardous waste or manufacturing trash in old gravel pits? Frustrated? Well, have we got a tip for you! Rather than setting fire to their trucks while they're in the act of dumping, in this neck of the woods you can report them to the Burlington County Board of Health (or whatever county you're in). You see, the police have to go through the whole arrest and conviction/court trial thing, while the Board of Health has the exclusive power to shut their company down cold, since they're creating a public health hazard! So keep your eyes open when you're out riding, and you may be able to shut down some miserable pig's business and make the world a little nicer!* 🐷

## HARE SCRAMBLES MOTOCROSS ENDURO

...WE HANDLE IT ALL!



**NOW SELLING KTM, TOO!**  
**HUSKY, KTM AND CAN-AM PARTS**  
**HEADQUARTERS IN THE FAR NORTH!**



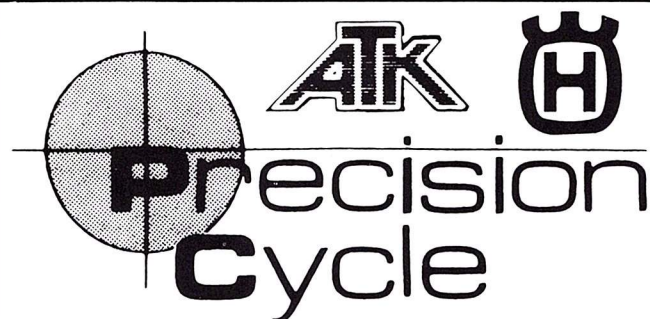
**Husqvarna** 🇸🇪

**The Maine reason to ride Husky**

**Yvon's Track 'n Trail**

**Route 202**  
**1095 Main St.**  
**Lewiston, ME 04240**

**207-782-5115**



**Super Deals on  
Accessories**

*Every Day!*



**Fast UPS Shipping**  
*All Over The World!*



**Complete Service:**

**White Power,  
Ohlins Rebuild  
Welding  
Glass Beading  
Pro Set-Ups**



M 12-5 T, Th 9-8  
W, F 9-6 Sat. 9-3

**(203)429-1466**

**Route 32, Willington, CT**

**(1/4 MI. NORTH  
RT. 195 & 32 JUNCT.)**

## SOUTH SHORE KAWASAKI • YAMAHA

SALES

PARTS

SERVICE

ACCESSORIES



### 1990 MODELS IN STOCK

BIG SAVINGS ON REMAINING '89S  
SEVERAL FINANCE PLANS AVAILABLE

### UPS DAILY

CALL TOLL-FREE IN MASS.

**1-800-922-1004**

• **LARGE PARTS AND ACCESSORY DEPT.**

• **NETRA PARTS DISCOUNTS**

VISA • M/C • AM. EXP. • DISCOVER • COD

FAX LINE (617)826-9535

ROUTE 53 HANOVER, MASS.

ONE MILE SOUTH OF HANOVER MALL

(617)826-0771

"We've been making trail riders happy for 18 years!"



# RIDER'S WRENCH

QUALITY AMERICAN MADE NICKEL-PLATED WRENCH WEIGHS ONLY 4 OZ. AND FITS IN ALL FANNY PACKS. COMES IN 3 POPULAR SIZES AND FITS MOST L/C BIKES—WHEELS AND SPARK PLUG. ONLY \$19.95 EACH.



## KDX PERFORMANCE and suspension mods

Call for price

**HANDSAVERS** Official Handguard '87-'89 ISDE \$42.95  
**KDX200** Speedo drives repaired \$24.95  
**KX SPEEDO KITS** \$119.95  
**FMF PIPES** For KDX, RMX, YZWR \$159.95  
**CHAIN GUIDES** For KX, KDX, RM, RMX \$36.95  
**REAR DISC GUARDS** For Kaw, Suz, Yam; from \$24.95

Visit your local dealer or order direct!

## Fredette Racing Products

8123 W. 189th St., Mokena, IL 60448  
 (815)469-4011

### DIRECTIONAL GUIDANCE SYSTEM

NO Headshake

NO Arm Pump

NO

**\$200.00**

**DEVOL RACING**  
 202 37th Ave. N.E. #E  
 Auburn, WA 98001

Provides Extremely Stable Front End  
 Phone (206) 735-2463  
 Fax (206) 939-7243

DIANE PAVONI, Prop.

**can-am**

**ATK**

**NEW HUSKY DEALER!**  
 PARTS • SALES • SERVICE  
 SHOCK REBUILDING  
 FAST UPS SERVICE

**KTM ODO DRIVES**  
 \$29.95!

**ROUTE 9**  
**BENNINGTON, VT 05201**  
**(802) 447-8606**

# OFF-ROAD TIRES

## TIRE TALK by Sto

Don't neglect your tires. Their grip determines your future. Always check your tire pressures with an accurate, dial face gauge before riding. Under inflated tires may over heat, suffer shortened wear life and cause poor handling. To high a tire pressure gives a harsh ride, reduces the tread 'footprint' on the surface and will not give good grip or wear life. Follow your motorcycle manufacturer's recommendation on front and rear tire pressures. Adjust these pressures upward if you ride on rocks. Reduce pressure back to standard when riding on soft ground. But, most importantly, read and follow your Owners Manual instructions for correct tire pressures. Never exceed the maximum load capacity marked on your tire sidewall. The tire factory has tested the tire to this maximum load and corresponding maximum pressure. When your loading approaches the tire maximum, you must inflate to the maximum pressure shown on the sidewall.

CONSULT YOUR DEALER OR CALL

# MOTO

# BRACE

P.O. BOX 861 • WILBRAHAM • MASSACHUSETTS 01095

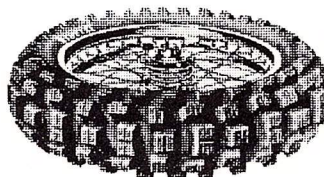
## 800-628-4040

When Calling In Massachusetts 413-734-6211

Mention ad #330 and receive a FREE Pirelli gift with an order.

# PIRELLI

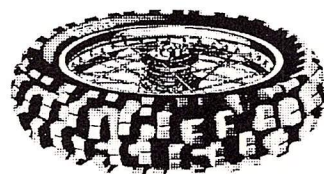
Imported and Distributed by MOTORACE



## Hardcross

(Hard Terrain)

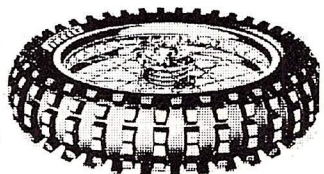
110/100-18  
 120/100-18  
 120/80-19  
 130/80-19  
 80/100-21



## Worldcross

(Intermediate/Hard)

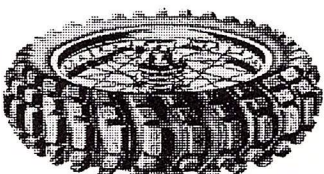
110/90-18  
 120/90-18  
 120/80-19  
 130/80-19  
 90/90-21



## Sandcross

(Soft/Intermediate)

110/100-18  
 120/100-18  
 120/90-19  
 130/80-19  
 300-21



## Lagunacross

(Sandy/Loose Terrain)

110/100-18  
 120/100-18  
 120/80-19  
 130/80-19  
 90/90-21



AT LAST!



IN CENTRAL CONNECTICUT!

From the Trailriding Guys at



SULLIVAN'S HONDA

Rte. 66, Middletown, CT  
(203)347-3383

Having Problems

Finding



Parts?



Orders: 1-800-367-5209  
Information: 504-355-4525  
Mike's Cycle Supply  
Baton Rouge, LA 70805  
UPS Next Day, 2-Day Avail.

Coastal Parts Warehouse  
1 800 72 BIKES

SUZUKI Discount Parts  
YAMAHA Accessories & Bikes  
HUSQVARNA Authorized Dealer  
DUCATI UPS•Fed. Ex.•Exp. Mail  
ALL MAJOR CREDIT CARDS

YANKEE TRADER

# MEXICO

Trail Rides - Road Tours  
7 Days - 18 Days  
Copper Canyon - Yucatan Road Tours  
Horsetail Falls - Photographic Archeological Tours  
Baja 1000 Race or Ride  
Price includes Hotels, all Meals, Bilingual Guides, Fuel, all Tolls, Entrance Fees, Insurance & Support Vehicles, Rentals Available  
Non-Riders Welcome • Group Rates • Fly and ride available  
LES FRENCH'S  
GREAT MOTORCYCLE ADVENTURES  
8241 HEARTFIELD LANE, BEAUMONT, TX 77706  
(409) 866-7891 (800) 642-3933  
25 YEARS MEXICO MOTORCYCLE EXPERIENCE

Jart		* JART Rollchart Sample	
PROFESSIONAL ROLLCHARTS			
ANY ENDURO	9:27	38.8	24
ANY TRAIL RIDE	9:28	39.2	24
ANY PLACE	9:29	39.6	24
* VERSION FOR ANY RIDER	9:30	40.0	24
* CHOICE OF AA & FACTORY RIDERS	9:31	40.4	24
	9:32	40.8	24
	9:33	41.2	24
	9:34	41.6	24
	9:35	42.0	24
	9:36	42.4	24
CALL OR WRITE:	9:37	42.8	24
1210 N. JEFFERSON ST.	9:38	43.2	24
#H	9:39	43.6	24
ANAHEIM CA 92807			
(714) 666-0136			

Tom Grant's

Raymertown Garage



KTM Motorcycles & Parts  
"Open all the time!"  
Troy-Bennington Road (Rt.7)  
Troy, NY (518)663-8311

**Four Stroke Singles National Owners Club**  
Join us and you'll receive a free club t-shirt, great newsletters (just ask Paul Clipper), parts and accessory discounts, activities, a club decal and membership card, plus you can be a part of the best bench racin'/riding group going! Send \$20 and your shirt size to Jack Robinson, FSSNOC, P.O. Box 1804, Hutchinson KS 67504-1804. Enduros, MX, road and street, trails and trials, modern or vintage—you name it and we ride it!  
**Free Price List** for your bike. Contact Krause Racing for your free computer listing of all accessories available for your machine. Call (708)513-1000 for more details.

**Wanted: Hodaka motorcycles** Super Rat MX, Super Combat, all other 100cc, 125cc, 175cc and 250cc considered by private collector for enjoyment only. Call Paul at (401)364-3427.

**Wanted: Scott Motorcycle Boots** New or like new condition, please call (804)465-0565.  
**1989 ATK 406** Excellent condition, enduro ready. \$2800, call (804)465-0565.

**1989 Yamaha YZ250WR** Purchased 11/89, ridden four times. Many accessories, job forces sale. \$2800 firm, (201)402-7583.

**Acerbis 3.3 Gal. Tank** fits 1987 Honda CR250. With cap and reserve, \$50. (201)796-0644.

**Wanted: three-rail motorcycle trailer** or equivalent. Prefer something in the South Jersey/Philadelphia area. Call Rick at (215)961-3111 days, or (609)829-4317 eve.

**Wanted: 1974 or older dirt bikes.** All considered. Marc (401)728-0334.

**Husky Pipes 1986—88 Husky pipes,** one stock 250 Enduro pipe in gd. shape, \$60; one Up Tite Pro Pipe, like new \$85. (201)972-8068.

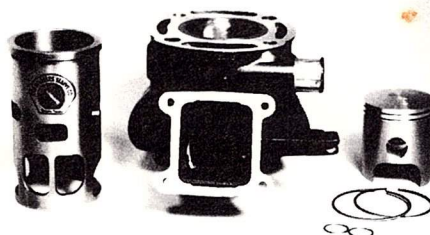
**1987 Husqvarna 250XC** Great condition, bought as leftover in Mar. 88 and stored all of last year. Enduro Motoplat (lighting coils), Boyesen reeds, revalved shock, new tires, many extras. Very fast and well maintained, \$1895 obo. (201)972-8068.

**1989 KTM 350 EXC** New, with warranty, \$3199. Wheels Unlimited, (609)965-5080.

**Vintage: 1970 Bultaco 250 Matador.** An excellent restoration project. The bike is all there, and runs great as it sits. Needs rear fender and minor glass work. \$400 or best offer takes this neat old bike. Contact Jon's Cycle Barn at (603)654-6006.

**STOP! DON'T TRASH THAT WORN CHROME PLATED CYLINDER. SAVE IT WITH A LASCO SLEEVE.**

Los Angeles Sleeve Co. has sleeves for most popular makes and models of motorcycles and ATV's. We also stock piston kits, rebuilt cylinders and Big Bore kits. For more information, contact:



LOS ANGELES SLEEVE CO., INC.

8311 Chetle Ave., Santa Fe Springs, CA 90660 (213)945-7578  
Call or write for your free catalog and decals.

**YAMAHA**

YAMAHA  
YZ250WR



**PAWTUCKET CYCLE**

514 WINTHROP ST. RT 44  
REHOBOTH, MASS 02766  
(617)336-7516



# Drew Smith's

Professional Off-Road  
Suspension Service  
For All Bikes



**W.E.R.**  
**Works Enduro Rider**

Works Aluminum Silencers For  
Suzuki DR's, Light, Quiet & TRICK!  
All Products Developed And Tested  
By Drew And Chris Smith



Lake Just It Rd.  
Hope, N.J. 07844

**201 637 6385**

## DENTED OR MASHED PIPE? GET IT FIXED FOR \$35!

WE'VE GOT THE TRICK YOU NEED!

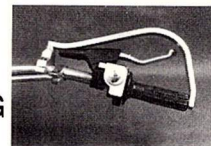
SERVICE USED AND ENDORSED BY ENDURO  
CHAMPION KEVIN HINES, DREW SMITH, RANDY  
HAWKINS, JEFF RUSSELL, TEAM H&H BARRY  
HIGGINS, AND KTM AMERICA.

If we can't fix it, we'll buy you a new one! \* Why pay  
up to \$200 for a new exhaust pipe when we can fix  
your dented or mashed one for \$35? No matter how  
bad it is, we can fix it! ACCEPT NO IMITATIONS! WE  
ARE THE ORIGINAL AND BEST! (\*Certain restrictions  
apply)

**FINISH LINE** PRODUCTS CO.

CALL TOLL-FREE: 1-800-THE-TRIK  
76 Railroad Avenue, Patchogue, New York 11772  
(516)758-2777 • (800)843-8745

**E**NDURO  
ENGINEERING



(517) 393-2421

Mon.-Fri. 12:00-8:00

HANDGUARDS AVAILABLE IN 4 COLORS

SILVER — \$34.95

RED, BLUE, GREEN — \$39.95

Also plastic Mud & Brush Deflectors that will  
mount on any brand handguard . . . \$17.95  
Endorsed by National AA riders Kevin Hines,  
Alan Randt, and Joey Hopkins.

• Dealer Inquiries Invited •

## AXO Sport America and Sinisalo Racing USA

**See your AXO/Sinisalo dealer now  
for new AXO sportswear, Sinisalo  
riding gear, and Renthal quality  
handlebars!**

—Larry Naston, New England Sales

AXO SPORT/SINISALO USA-WHEN YOU'RE SERIOUS ABOUT WHAT YOU WEAR

## Carburetor Parts Warehouse

Complete  
Carburetor Kits For  
Motorcycles & ATV's  
MX • Road Race • Performance

**KEIHIN MIKUNI**

Your Complete Source For  
Parts or Carbs



**(216) 524-1599**

10am-5pm

Complete Mikuni and  
Keihin carbs available  
for  
ATK and KTM

Call or write for our  
70-page catalog

**MOOSE**  
RACING

Heavyweight Flywheels  
Enduro Conversion Parts

1-800-MOOSE-IT

2595 N. Hwy. 67, Sedalia, Colorado 80135

Replica Euro & Jap Vintage Parts



**R.P.M. RACING, LTD.**

16 N. Broadway  
Lake Orion, MI  
48035-7528

(313) 693-6715



not troy lee  
not serrano  
not bob's crazy brush  
not artco  
not koller's kolors  
not gerard design

yes  
he who does not  
sign helmets

yes jerry bernardo

FAH-Q RACING/BLACK RAINBOW  
(508)376-1909

376 village street • millis, ma 02054

HELMET: KEVIN HINES—1990





**We'll build your  
"dream enduro" bike!  
Call us for details!**



Rt. 70 at Rt. 295  
Cherry Hill NJ 08003  
(609)424-7050

**HONDA**

*Come ride with us.*

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Read your owner's manual thoroughly. Remember, CRs are designed for off-road operator use only in organized, closed-course racing events.

**Randy Hawkins**  
'89/'90 AMA NATIONAL ENDURO CHAMPION

**Call for  
your free  
catalog!**

**YOKO**  
RACEWEAR

**Call Andy at 916-635-8449**  
**FAX 916-635-7586**

Photo By: Tom Webb, Dirt Rider Magazine

MADE IN  
FINLAND

## Town & Country

North Jersey's #1

Off-Road Shop

**1990's IN STOCK!**

**KAWASAKI,  
KTM,  
HUSQVARNA,  
CAGIVA, ATK**

*All 89's at  
close-out prices!*

**Town & Country  
Cycle Center**

100 Main Street  
Sussex, NJ  
(201)875-2111

UPS•VISA•M/C

## ROCKS & ROOST ACCESSORIES P.O. BOX 355, OAK RIDGE, NJ 07438-0355

### TIRES

Yokohama		
Y907	510x17	\$40.95
Y907	410x18	35.95
Y907	460x18	40.95
Y907	550x18	48.95
R520	90/100x14	28.95
F520	70/100x17	23.95
R520	110/100x18	51.95
R520	120/100x18	53.95
F520	80/100x21	39.95
R521	100/90x19	55.95
R521	110/90x19	57.95
R540	100/100x18	50.95
R540	110/100x18	52.95
R540	120/100x18	54.95
R540	100/90x19	55.95
R540	110/90x19	58.95
R540	120/100x19	63.95
F540	80/100x21	39.95
Bridgestone		Call
Metzler		Call
Dunlop		Call

### TUBES

Standard-Starting	6.00
H/D Starting	7.00

### CHAIN

RK Std	520 x 120	27.00
RK O-Ring	520x120	48.95
TYC H/D	520x120	19.95

### HANDLEBARS

Answer Alumilite	54.95
Answer Chromoly	36.95
Answer Pro-Glo	33.95
Answer Carb/Steel	20.95
Economy	12.95
Economy Pro Glo	16.95

### GRIPS

Oury	\$4.95
Scott	5.50
Answer	6.50

### HELMETS

Bell Moto 5	194.95
Arai MX Pro Solid	179.95
Arai MX Pro Team	199.95
Arai MX Pro Dayglo	219.95
Bieffe BX 6	96.95
Answer Tek-4	199.95

### GOGGLES

Scott # 83	13.95
Scott # 87	19.95
Scott # 89	17.95
Scott #109	19.95
Oakley "O" Frame	16.95
Oakley Pro-Iridium	45.95
IRF Roll Offs	26.95
Quick Strap	12.95

### CHEST PROTECTORS

Thor Pro Armor 2	69.95
Thor Mach 5	89.95
Thor Shock Protector	89.95
Acerbis Full Flex	79.95
Answer AC 3	94.95

### KIDNEY BELTS

Thor Super Belt	36.95
Answer Pro Form	33.95
AXO Super 2	35.95
Sinialo SCD	35.95
Gold Belt Vented	20.95
Gold Belt Mini	14.95

### BOOTS

SIDI Royal	159.95
SIDI Tracker	169.95
THOR	109.95
Alpinestar Tech IV	194.95

### GLOVES

Thor Enduro	17.95
Thor Mesh	18.95
Thor Foam	28.95
Answer A4	30.95
Answer A2	25.95
Sinialo SCD	30.95

### PANTS

Thor Shapes	119.95
Thor Viking	109.95
Thor Goretex	114.95
Sinialo SCD	119.95

### JERSEYS

Thor Shapes	32.95
Thor Cotton	19.95
Sinialo Sport	18.95
Sinialo World	39.95

### ACCESSORIES

Roll Chart Holders
Bark Busters
Score Card Holders
Elbow Guards
Bun Savers
Tool Bags
Link Drink
EBK - Brakes
Tie Downs
Boyesen Reeds
Bel-Ray

**1-800-342-7181**  
Orders

**1-201-702-1954**  
Information

VISA — MASTER CARD — UPS — COD  
HOURS: Tues.-Fri. 10 a.m. - 8 p.m.  
Sat. 10 a.m. - 4 p.m.  
Closed Sunday & Monday



# NOWHERE ELSE IN THE WORLD

We are unique in the Northeast. We have our own climate. We use special machines. We ride challenging terrain. We read about it in Trail Rider.



## Trail Rider Subscription Coupon

Enclosed is \$18. Please send me the next 12 issues of Trail Rider, and keep on printing the best eastern mag!

Mail to:

**Trail Rider Magazine**  
**P.O. Box 129**  
**Medford, NJ 08055**

**TRAIL  
RIDER**  
MAGAZINE

Please remit in American funds. Canada add \$4 (US) per year, and other foreign countries \$5 (US) per year for additional overseas postage.

This is a renewal ☐

This is a new subscription ☐

Item # \_\_\_\_\_ Exp. Date \_\_\_\_\_ (From mailing label)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Brand of motorcycle owned \_\_\_\_\_

Favorite type of riding \_\_\_\_\_

How often do you buy a new bike? \_\_\_\_\_

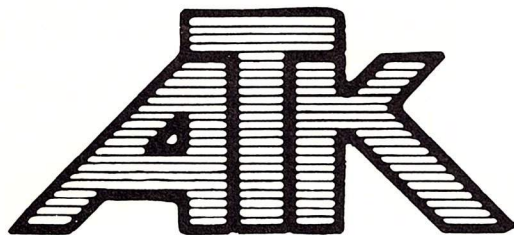
I belong to: NETRA ECEA Other \_\_\_\_\_



(603) 627-3957  
U.P.S. DAILY



**can-am®**



**ATK 406 &  
250 in stock!  
Trade up now!**

## **M.O.M.'s Motorcycles of Manchester, Inc.**

**Joe Wheeler  
President**

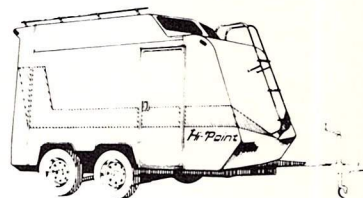
**98 Willow Street  
Manchester, NH**

**We support NETRA and its members**

# **HiPoint**

Trailers USA

**The Fabulous and  
Fun Loving  
Hi-Point Trailer**



### **In a Class of its Own**

Custom built to your own specifications. An aerodynamically designed, all fiberglass trailer with new rubber-suspension axles and electric brakes. Available in 14, 16, 18, 20, and 24-foot sizes, both flat top and the new raised-roof models. Roll bar construction for that extra margin of safety. Many extra options available.

**Hi-Point Trailers USA  
1115 Milan Avenue  
Amherst, Ohio 44001  
or call: (216)988-4474**

FINANCING AVAILABLE

# **SANDY LANE DUAL SPORT**

**COME RIDE JUST FOR FUN!**

**SUNDAY JUNE 24 9:00 A.M.**

**NO WHOOPEDOS**

**• NO TIGHT TRAILS**

**• THIS IS NOT A RACE**

This event is a motorcycle run for dual-purpose motorcycles only. The course will start at the Countryside Inn, on Jackson Road (Route 534) in Indian Mills, New Jersey (west of Route 206). You'll ride approximately 100 miles of woods roads, sand roads, and back-country paved byways, and loop back to the Countryside Inn at the end of the ride—just in time for the door prizes!

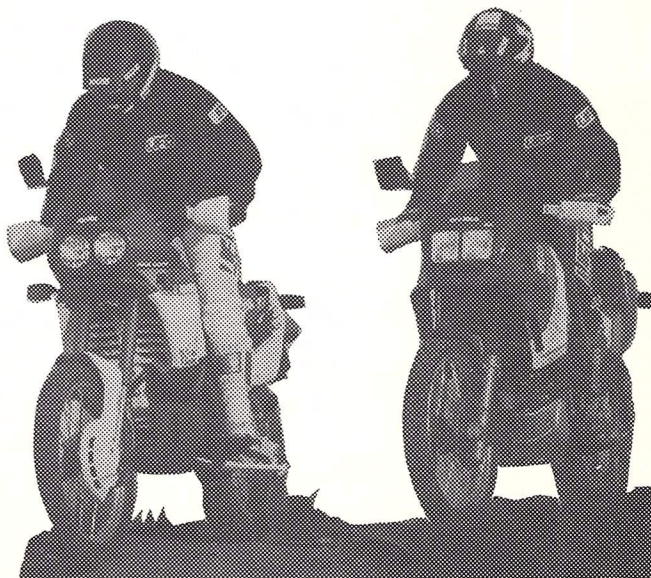
Motorcycles and riders **MUST** be street legal—no exceptions. This is not a race. Ride at your own pace. Bring a roll chart holder.

Registration forms and route sheets available at the start from 8:00 A.M. to 10:00 A.M. Riders can start between 9:00 A.M. and 10:00 A.M. Finisher pins and door prizes will be distributed at the finish. Call (609)783-3684 for more information.

**\$10 ENTRY FEE**

**METEOR**  
MOTORCYCLE CLUB

**AMA**  
Sanctioned





# DIRT RIDER SUPPLY

TOLL FREE

**800-346-2166** *Orders Only*

(717) 384-2464 (Information)

291 MAIN STREET, FERN GLEN, PA. 18241 Fast Service - Daily UPS Shipping/COD VISA MC

## DUNLOP

K-139	300x21	\$54.95
K-490	275x17	\$23.95
K-490	80/100x21	\$57.95
K-490	4.10x14	\$27.95
K-490	120/80x18	\$39.95
K-490	130/80x18	\$41.95
K-490	140/80x18	\$44.95
K-595	100/90x19	\$64.95
K-595	110/90x19	\$69.95
K-595	100/100x18	\$59.95
K-595	110/100x18	\$63.95
K-595	120/100x18	\$67.95
K-990	100/90x19	\$64.95
K-990	110/90x19	\$69.95
K-990	80/100x21	\$58.95
K-990	100/100x18	\$59.95
K-990	110/100x18	\$63.95
K-990	120/100x18	\$67.95
K-695	100/90x19	\$64.95
K-695	110/90x19	\$69.95
K-695	100/100x18	\$59.95
K-695	110/100x18	\$63.95
K-695	120/100x18	\$67.95

## TUBES

Metzeler H-D Tubes	\$14.95-\$16.95
Cheng Shin Tubes	\$6.95
H-D Red Tubes	\$8.95

## METZELER

MX	3.00x21	\$49.95
MX	3.25x21	\$54.95
MX	100/90x18	\$55.95
MX	4.00x18	\$56.95
MX	110/90x18	\$64.95
MX	4.50x18	\$56.95
MX	150/80x18	\$73.95
Multi X	4.10x14	\$35.95
Multi X	4.50x17	\$61.95
Multi X	5.10x17	\$64.95
Multi X	4.50x18	\$64.95
MXR	120/90x18	\$57.95
MXR	130/90x18	\$59.95
MXR199ST	110/90x18	\$58.95
MXR199ST	120/90x18	\$61.95
MXR199ST	130/90x18	\$64.95
MXR299ST	90/90x21	\$56.95

## CHENG SHIN

C-755 (Metz copy)	4.10x14	\$21.95
C-755 (Metz copy)	4.60x17	\$30.95
C-755 (Metz copy)	5.30x17	\$35.95
C-755 (Metz copy)	4.10x18	\$24.95
C-755 (Metz copy)	4.60x18	\$30.95
C-755 (Metz copy)	5.30x18	\$35.95
C-755 (Metz copy)	3.00x21	\$22.95

## IRC

M5B-ST	120/80x18	\$40.95
M5B-ST	130/80x18	\$46.95
M5B-ST	140/80x18	\$50.95
VE-32	300x21	\$29.95
VE-33	110/100x18	\$42.95
VE-33	510x18	\$45.95
VE-33	510x17	\$45.95

## ANSWER

AlumiLite Bars (colored)	\$53.95
Chromoly Bars	\$29.95
AlumiLite Bars (w/pad)	\$53.95
Oval Silencer	\$54.95
Oval S.A. Pro	\$74.95
Roost Boost	\$49.95
VFC Silencer	\$76.95
AC3 Chest Protector	\$89.95

## ACERBIS PLASTICA ITALIA

Elba Headlight #Plate	\$32.95
Baja Rear Fender	\$30.95
Mx Rear Fender	\$15.95
Baja Front Fender	\$15.95
Mx Front Fender	\$15.95
Disc Guard	\$18.95
Front Fender Brace	\$13.95

## CHAINS

<b>Sidewinder</b>	
520x120 O-Ring	\$75.95
<b>RK</b>	
520x120 O-Ring	\$45.95
<b>Tsubaki</b>	
520x120 QR Pro	\$29.95
520x120 O-Ring	\$55.95

## AXO

Turbo RC Boots	\$169.95
Series 125 Pants	\$109.95
Series 95G Pants	\$89.95
Super Jersey Plus	\$29.95
#36 Gloves	\$31.95
#21 Gloves	\$22.95
Superbelt Plus	\$31.95
Pentagon Chest Pro.	\$98.95
AXO Socks	\$12.95

## GOGGLES

Scott 87 (Over Glasses)	\$18.95
Scott 89 (Lexan Lens)	\$17.95
Scott 109	\$19.95
Smith SMX - CMX	\$17.95
Smith SMX w/roll-offs	\$36.95
Roll-offs for Scott/Smith	\$26.95
Smith Refills 25+4 pack	\$ 8.95
Quick Strap	\$12.95

## THOR

Mach 5	\$89.95
Pro-Armor II	\$69.95
Tool Tech bag	\$31.95
Bunsaver II	\$22.95
Elbow Guards	\$18.95

## OREAL U.S.A.

Bullet Boots	\$145.95
Bullet Pants	\$105.95
Bullet Jersey	\$31.95
Bullet Gloves	\$30.95
Rok-Blok	\$89.95
Rok II	\$36.95

## MS RACING

MS Stage I Boots	\$125.95
MS Stage I Pants	\$69.95
Color-X Jersey	\$35.95
MS Gore-Tex Pants	\$145.95
MS Gore-Tex Jacket	\$153.95
MS Pro Comp Jersey	\$22.95
MS Pro Comp Gloves	\$22.95
MS Enduro Pro Gloves	\$26.95
MS Pro Comp Boots	\$179.95

## E.B.C. BRAKES

Disc Brakes (All Bikes) \$18.95

## Boyesen

From \$8.95 to \$27.95

## ENDURO Accessories

Hi Point Card Holder	\$8.95
Genuine Bark Buster	\$39.95
Tire Irons	\$3.95
Safety Wire Kit	\$12.95
Plug Protector	\$1.95

## SPROCKETS

7075-T6 Aluminum	
38T-45T	\$27.95
46T-49T	\$29.95
50T-57T	\$33.95

## BOOTS

Alpinestar Tech IV Boots	\$179.95
HiPoint Pro Boots	\$179.95

## HELMETS

Bell Moto 5	\$189.95
Arai MX Pro Solid	\$179.95
Bieffe BX-6	\$95.95
Bieffe JBX-6	\$83.95

## ANCRA

Blue Tiedowns	\$13.95
Red Tiedowns	\$16.95



SALES • PARTS • SERVICE

## ATK Accessories

Skid Plate	\$59.95
Rear Brakes	\$18.95
S.A. Pro Silencer	\$74.95
Roost Boost	\$49.95
Bike Shoe (Alum.)	\$84.95
Kick Stand (Alum.)	\$55.95



# SideWinder®

**100% MATCHED  
CHAIN & SPROCKET  
DRIVE SYSTEMS**

**SAVE  
\$35.00  
OR MORE  
PER SET**

## **DIRT RIDER**

Says . . .

"SideWinder Sprockets and Chains are brutally strong, and both the chain and sprocket seem to last forever."

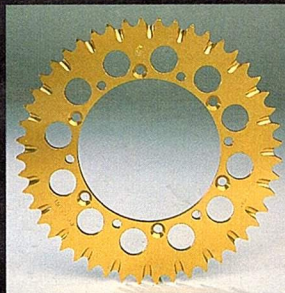
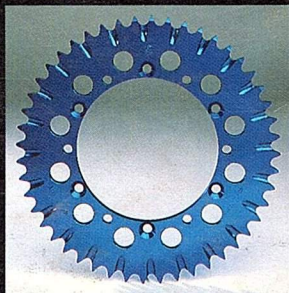
**#1 RATED  
by**

**DIRT BIKE**

**&**

**MOTOCROSS  
ACTION**

**HONDA • YAMAHA • Kawasaki • SUZUKI • KTM • HUSKY • Cagiva • CAN AM**



**PATENTED • SELF-CLEANING • TRIPLE-LIFE SPROCKETS  
ANY GEARING - NO EXTRA CHARGE - BRILLIANT NEW COLORS**

**New Beta B20 Alloy Front Drive Sprockets - Heat Treated**

**ORDER FACTORY DIRECT 1-708-513-1000**

**ALL  
NEW!**

## **Reversables**

SideWinder releases the first ever reversible sprocket. Mounting holes on both sides allows reversal of the sprocket on the hub as it wears to nearly double the useful life. This feature is absolutely free of charge!

**SideWinder**  
**Chain and Sprocket Systems**

3705 Stern Ave. • St. Charles, IL 60174



A Division Of

**KRAUSE RACING, CORP.**

**For Free Catalog Call Or Write And State Your Year, Make & Model**

**FREE OFFER!**  
Limited Time Only



When you purchase a complete set you get a durable, handy storage case suitable for hundreds of uses. Made of rugged polypropylene this useful gift is a \$6.00 value absolutely free while supplies last!